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A ANNUAL REPORT

OF THE

Railroad Commissioner,

OF MINNESOTA.

FOR THE YEAR ENDING JUNE 30, 1878.

TRANSMITTED TO THE LEGISLATURE OF THE TWENTY-FIRST ANNUAL
SESSION, 1879,

MINNEAPOLIS:
JOHNSON, SMITH & HARRISON.
1879.

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INDEX. *A. 385*

	PAGE.
COMMISSIONER'S REPORT.....	3
Corporations organized under general law.....	6
Acts of 1878 relating to railroads.....	11
TABULATIONS—	
Length and location of roads.....	13
Stock of companies.....	14
Debts of companies.....	15
Abstract of earnings and expenses.....	16
Train mileage and passengers.....	17
Tonnage.....	18
Lands.....	19
Number miles of road in the state at the close of each year.....	20
Railroad taxes for 1877 and former years.....	21
RAILROAD COMPANY REPORTS PROPER—	
Burlington, Cedar Rapids & Northern.....	89
Chicago, Milwaukee & St. Paul—entire corporation.....	25
C., M. and St. Paul—River Division.....	28
C., M. and St. Paul—Iowa and Minnesota Division.....	82
C., M. and St. Paul—Hastings and Dakota.....	37
Chicago, Clinton, Dubuque and Minnesota.....	86
Central Railroad Company of Minnesota.....	91
Minneapolis & St. Louis.....	79
Midland.....	88
Northern Pacific.....	74
St. Paul and Sioux City.....	43
St. Paul and Duluth.....	69
St. Paul, Stillwater and Taylor's Falls.....	83
Sioux City and St. Paul.....	45
First Division St. Paul and Pacific, Main Line.....	54
First Division St. Paul and Pacific, Branch Line.....	58
St. Paul and Pacific—St. Cloud and Melrose Division.....	65
St. Paul and Pacific and Red River and Manitoba.....	61
Southern Minnesota.....	94
Winona and St. Peter.....	104
Winona, Mankato and New Ulm.....	108
West Wisconsin—Chicago, St. Paul and Minneapolis.....	100
Western.....	66
Worthington and Sioux Falls.....	51
ADDITIONAL REPORTS, LETTERS, &C—	
Hastings and Dakota Co.....	109
Green Bay and Minnesota.....	111
Southern Minnesota Railway Extension Co.....	110
Stillwater and St. Paul.....	111

REPORT.

OFFICE OF STATE RAILROAD COMMISSIONER, }
SAINT PAUL, Dec. 31, 1878. }

Honorable John S. Pillsbury, Governor:

SIR:—I have the honor to submit the eighth annual report from this office concerning the railroads of the State, embracing the company reports for the year ending June 30th, 1878, and information respecting sales of railroad lands and railroad construction, substantially to the close of the year 1878.

The year has been remarkable for the extent of new roads constructed, 375 miles, being more than ever before in one year in the State, except 1871, (when 458 miles were built.) Minnesota has the distinction of having opened, in 1878, more miles of new road than any other State in the Union,—her construction being one-eighth of all the new roads built, during the year, in the United States. The number of miles of railroad in operation in the State, is now 2,608; seventeen years ago there was not one mile.

It is noteworthy, that the standard gauge railroad constructed in the State, the past year, was wholly the extension or completion of old lines, or of branches. Although many of these were under the organization of new companies, yet they were under the patronage of, or identical in the interest with, the older companies.

The past year has witnessed the opening of the first narrow gauge—three feet—railroad in the State, the Midland, from Wabasha to Zumbrota, 60 miles. This road was partly constructed in 1877, but not completed and opened for business until June, 1878. It is now operated by the Chicago, Milwaukee & St. Paul Company, and will doubtless become a part of that great system.

The record of our railroad construction during the last five years is instructive. In 1874 we built no road; (unless the opening of the Central Railroad, 40 miles, from Mankato to Wells, be an exception, which virtually it is not, for the road had been graded and

iron contracted for in previous years.) In 1875 no road was built. In 1876 29½ miles were constructed from Worthington to Luverne. This was the first new road in any of the Northwestern States, after the suspension of railroad construction which followed the so called granger legislature of 1874.

In 1877, 212 miles were constructed and in 1878, as above, 375 miles. Among the chief causes of this rapidly increased construction is the greatly reduced cost of construction. Railroad iron, which in 1872 was as high as \$90 per ton, is now sold at about one third of that price. Another cause, undoubtedly, is the fact that Minnesota was the first to repeal the legislation that was regarded as hostile or threatening to capital invested in railroads. As she was the first state to reassure capital seeking investment in railroads, so she was the first to resume construction, and has lead all the other northwestern states in the extent of construction.

It is manifestly wise policy to do nothing to disturb the feeling of security and encouragement that the act of 1875 gave to capital. The multiplication of railroads is the certain means of cheapening rates of transportation, as well as of bringing the facilities of transportation to those districts now remote from roads. Wherever there are competing roads, rates are lower.

Minnesota has, as reported, but one mile of railroad to about 38 square miles of territory. Massachusetts has one to four; Illinois about one to eight. If the northern one-third of Minnesota, yet uninhabited, be excluded from the estimate, the proportion would be about one mile of railroad to twenty-five of area, only one-sixth of the proportion of Massachusetts and one-third that of Illinois.

The operations of the roads during the year reported, shows a large increase of business over the preceding year. This had two causes. (1.) The large wheat crop of 1877, which was moved almost entirely in the last half of 1877, and first half of 1878—the year embraced in company reports. (2.) The crops of 1877 stimulated emigration to the new lands in the western part of the State. These lands, both government and railroad, were taken up at an unprecedented rate. This movement of population greatly increased the traffic of the roads. The light crop of wheat in 1878 will cause a heavy falling off in business for the year embraced in next report, which will hardly be compensated for by immigration and the development of the newer parts of the State. The fluctuations of the business of the roads in the last five years is shown in the following table:

TABLE SHOWING COMPARATIVE BUSINESS FOR ALL THE RAILROADS FOR FIVE YEARS TO JUNE 30, 1878, WITH INCREASE OR DECREASE OVER NEXT PRECEDING YEARS.

	Gross earn- ings.	Incre'se	De- crease.	Earn'gs over op. ex- penses.	Incre'se	De- crease.	Passen- gers carried.	Tons freight.	State revenue derived from the rail- roads.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.			Dollars.
1874.....	6,194,669			1,894,800			1,012,506	1,434,913	108,825
1875.....	4,952,152		1,242,517	1,026,830		867,970	996,218	1,350,177	131,569
1876.....	6,000,967	1,048,815		1,798,424	771,594		1,169,072	2,079,663	145,392
1877.....	5,408,039		591,928	1,542,536		255,888	1,239,423	1,717,923	*156,075
1878.....	7,431,199	2,023,160		2,958,871	1,415,335		1,590,649	2,496,569	†180,000

*The railroad taxes for 1877 were about \$165,000, the difference being accounted for by credit given the St. Paul & Duluth R. R. for stumpage that had in past years gone into state treasury.

† Estimated—returns not yet received for whole year.

For the first four years above the length of road was substantially the same. In the last half of the last year the number of miles was increased about 10 per cent., equal to increase for the whole year of about 5 per cent. Allowance should be made for this in the comparison of business.

The State revenue from the railroads shows a very satisfactory increase. That for 1878 will doubtless reach \$180,000, making the total taxes paid by the railroads, to Jan. 1, 1879, \$1,142,000. The annual income of the State from this source is about equal to the ordinary expenses of the State government for its legislative, executive and judicial departments, and for the interest on the recognized State debt (all expenses except those of the State institutions and unusual appropriations.)

The sales of railroad lands in 1878, were unprecedentedly large, as shown in the following table compared with three preceeding years:

	Acres.	Receipts.
1875.....	179,250	\$1,317,779
1876.....	308,266	2,155,224
1877.....	242,487	1,309,374
1878 (to December).....	435,629	1,514,900

Total sold to Dec. 1, 1878, 2,144,215 acres.

Total receipts to Dec. 1, 1878, \$9,762,258.

There was no serious railroad accident on any of the roads during the year. Indeed Minnesota railroads have had a remarkable exemption from railroad disasters. The Brainerd bridge accident by which five lives were lost, in 1875, being the only serious one in the history of the State.

WM. R. MARSHALL,
Railroad Commissioner.

ST. PAUL, Dec. 31, 1878.

**RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS,
THAT HAVE FILED ARTICLES IN THE OFFICE OF
THE SECRETARY OF STATE IN 1878.**

(For older organizations see R. R Commissioner's Report for former years.)

PRINCETON AND ANOKA R. R. CO.

Articles Filed.—November 4, 1877.

Object of Corporation.—To construct, build, equip and operate a narrow gauge railway from Princeton, in Mille Lacs County, by the way of Spencer Brook, in Isanti County, and the village of St. Francis, in Anoka County, to Anoka, in Anoka County.

Capital Stock.—\$300,000.00.

Place of Business.—Princeton and Anoka.

Corporators.—E. C. Giles, J. F. Sadley, I. S. Mudgett, H. B. Cowles, C. H. Rines, all of Mille Lacs County; C. H. Chadbourne, of Sherburne County; and Dwight Woodbury, H. S. Ticknor, James McCann, Weston Hammons, C. S. Guderian, and C. T. Woodbury, all of Anoka County.

PLAINVIEW R. R. CO.

Articles Filed.—December 18, 1877.

Object of Corporation.—To build a railroad from a point within the corporate limits of the village of Plainview, in Wabasha County, to a junction with the Winona & St. Peter Railroad, in the County of Olmsted.

Capital.—\$200,000.00.

Place of Business.—Plainview.

Corporators.—Geo. W. Van Dusen, Charles H. Chadbourne, Charles H. Bliss, all of Rochester; Geo. Bryant, of Elgin; and Hugh P. Wilson, of Plainview.

SOUTHERN MINNESOTA RAILWAY EXTENSION CO.

Articles filed.—January 21, 1878.

Object of corporation.—To build and operate a railway from Winnebago City, in the County of Fairbault, running in a westerly direction to some point of terminus within said State.

Capital.—\$150,000.00.

Place of business.—Lanesboro.

Corporators.—Jason C. Easton, of Chatfield, Minnesota; Charles L. Colman, Mons Anderson, Charles Michel, William C. Van Horne and John K. Brown, of La Crosse, Wisconsin.

DUBUQUE AND MINNESOTA R. R. CO.

Articles filed.—January 22, 1878.

Object of corporation.—To purchase, and after such purchase to own and equip, use, operate or lease the property and franchises of the Chicago, Dubuque and

Minnesota R. R. Company from the Trustees, John A. Burnham and James A. Blake, under the mortgage of the date of June 1, 1877, including all the property, franchises and rights of said Chicago, Dubuque and Minnesota Railroad Company, embraced in said mortgage, to consolidate the same according to law when, purchased, with the property and franchises, now or formerly, of the Chicago, Clinton and Dubuque R. R. Company, and under said consolidation to form a new company, to be called the Chicago, Clinton, Dubuque and Minnesota R. R. Company, to lease said property, when consolidated, to another R. R. Company or Companies, to repair said Roads, before or after consolidation, to complete the unfinished portions thereof, to extend the same by building, purchasing or leasing extensions thereof, already made or to be made, and to do every other act required by law to accomplish the objects of this Corporation.

Capital.—\$4,425,000,00.

Place of Business.—Dubuque.

Corporators.—Sidney Bartlett, Nathaniel Thayer, John C. Burnham, H. Hollis Hunnewell, John W. Brooks, John N. Denison, Alpheus Hardy, all of Boston, Mass.; J. Rotch, of New Bedford, Mass., and James F. Joy, of Detroit, Mich.

MINNEAPOLIS & NORTHWESTERN R. R. CO.

Articles filed.—February 5, 1878.

Object of Corporation.—To build and operate a railroad with one or more tracks or lines of road from Minneapolis to Fergus Falls, in Otter Tail county, and from Minneapolis to Hutchinson, in McLeod county.

Capital.—\$500,000.

Place of Business.—Minneapolis.

Corporators.—Samuel C. Gale, R. P. Russell, J. B. Bassett, R. B. Langdon, and George B. Wright, all of Minneapolis.

MINNESOTA NORTHERN R. R. CO.

Articles filed.—February 5, 1878.

Object of Corporation.—To build and operate a railroad from Fergus Falls, in Otter Tail county, to a connection with the Northern Pacific R. R., and also to a connection with the St. Paul and Pacific railroad, by such route as may be determined by said Minnesota Northern R. R. Co.

Capital.—\$500,000.

Place of Business.—Fergus Falls.

Corporators.—James Compton and Walter C. Bacon, of Fergus Falls; R. L. Frazee, of Frazee City, Becker county; George B. Wright and James A. Griffin, of Minneapolis.

DULUTH AND WINNEPEG R. R. CO.

Articles filed.—February 11th, 1878.

Object of corporation.—To construct and own a railway with one or more tracks or lines of road from Duluth, and running in a general northwesterly direction to some point on the northern boundary line of the State of Minnesota, between the Red River of the North and the Lake of the Woods.

Capital.—\$4,000,000.

Place of Business.—Duluth.

Corporators.—William W. Spalding, Andreas M. Miller, John C. Hunter, Andrew J. Sawyer, R. C. Mitchell, Hamilton M. Peyton, all of Duluth, and James Bardon, of Superior, Wis.

YOUNG AMERICA R. W. CO.

Articles filed.—May 8, 1878.

Object of Corporation.—To build and operate a railroad from a point on the Hastings and Dakota Railroad in the county of Carver to and into the village and town site of Young America in Carver County.

Capital.—\$10,000.

Place of Business.—Young America.

Corporators.—Christ. Ackermann, Wm. Ackermann, Jul. H. Ackermann, Julius Schaler, Julius Martin, John Truwe, Charles Mackenberg, Gustave Trick and Fred Doelz, all of Young America, Carver county.

CHATFIELD R. R. CO.

Articles filed.—May 1, 1878.

Object of Corporation.—To construct and operate a railroad from a point within the corporate limits of the village of Chatfield in the counties of Fillmore and Olmsted, in the state of Minnesota, to a junction with the Winona and St. Peter Railroad in the county of Olmsted, in the said state of Minnesota, and from said point within said corporate limits of the said village of Chatfield to a junction with the Southern Minnesota Railway in the county of Fillmore, in said State of Minnesota, and from thence in a southerly direction to the south line of the State of Minnesota.

Capital.—\$125,000.

Place of Business.—Chatfield.

Corporators.—I. F. Ferrall, Milo White, G. H. Haven, H. S. Griswold, S. T. Dickson, F. G. Barnard, C. M. Lovell, W. L. Briley, J. R. Jones, M. McLarty, W. H. Dunham, M. W. Dodd, A. H. Trow and Levi Bemis; all of Chatfield.

MINNEAPOLIS EASTERN R. R. CO.

Articles filed June 17, 1878.

Object of corporation.—To build and operate a railway from the city of Minneapolis to the city of St. Paul.

Capital.—\$100,000.

Place of Business.—Minneapolis.

Corporators.—Joel B. Bassett, Carroll T. Hobart, Geo. Goodrich, Edwin R. Barber, Francis D. Hinkle, Leonard Day and Jabes M. Robinson; all of Minneapolis.

LYNDAL RAILWAY COMPANY.

Articles filed June 21, 1878.

Object of Corporation.—To build and operate a railway and telegraph line from a point within the city limits of Minneapolis to at or near Lake Calhoun, Hennepin county.

Capital.—\$100,000.

Place of Business.—Minneapolis.

Corporators.—William McCrary and William B. Hawkes, of Columbus, Ohio, and S. E. Neiler, R. S. Jones, and Judson N. Cross, of Minneapolis.

MINNEAPOLIS BELT R. W. CO.

Articles filed.—June 26th, 1878.

Object of Corporation.—To build and operate a railway within the corporate limits of Minneapolis with such extensions or branches thereof inside or outside of said city, as the directors of said corporation may authorize to be constructed.

Capital.—\$50,000.

Place of Business.—Minneapolis.

Corporators.—John S. Pillsbury, Richard Chute, S. W. Farnham, P. Herzog, E. K. Smith, J. Chase, S. H. Chute, B. Brown, M. P. Hayes, G. Schober, C. Stamwitz, A. J. G. Croswell O. C. Merriam, all of Minneapolis.

MINNEAPOLIS ST. CLOUD AND SAUK RAPIDS R. R. CO.

Articles filed.—August 6, 1878.

Object of corporation.—To build and operate a railway with one or more tracks or lines of road from a point within the corporate limits of the city of Minneapolis to a point in the county of Benton.

Capital.—\$200,000.00.

Place of Business.—Minneapolis.

Corporators.—John Martin, W. W. McNair, Hugh G. Harrison, Thomas Lowry, E. H. Moulton, W. H. Dunwoody, S. E. Neiler, all of Minneapolis; Theodore B. Casey, of Toledo, Ohio; Charles A. Gilman and Thomas C. McClure, of St. Cloud, Minn.; Tobias G. Mealey and S. E. Adams, of Monticello, Minn.; and S. Whiting, Jr., of Clearwater, Minn.

ROCHESTER SOUTHERN R. R. CO.

Articles Filed.—July 13, 1878.

Object of Corporation.—To build and operate a railway from a point within the corporate limits of the city of Rochester, to a junction with the Southern Minnesota Railway; thence to the south line of said state; and from said point in said city of Rochester, northwest or northwestward, to a point of termination within the State of Minnesota..

Capital.—\$500,000.00.

Place of Business.—Rochester.

Corporators.—J. R. Cook, H. T. Horton, P. T. Olds, Geo. Bahley, Thomas Brooks, John M. Cole, Samuel Geisinger, M. J. Daniels. E. A. Knowlton, all of Rochester.

GRANTSBURGH, RUSH CITY & ST. CLOUD R. R. CO.

Articles Filed.—November 29, 1878.

Object of Corporation.—To build a railroad, commencing at a point in the river St. Croix, on the line between the states of Wisconsin and Minnesota, at a point of junction with the line of railroad of the St. Cloud, Grantsburgh & Ashland Railroad Company, now being constructed between Grantsburgh and the St. Croix River, in the State of Wisconsin; thence extending westwardly from said river in Chisago County to Rush City; thence through a portion of said county, by such feasible route as may be adopted, to Cambridge, in Isanti County; and thence in said last named county to Princeton, in Mille Lacs County; and from Princeton to some convenient point on the line of the St. Paul & Pacific Railroad, in Benton County; and thence to the city of St. Cloud, in Stearns County.

Capital.—\$500,000.00.

Place of Business.—Rush City.

Corporators.—C. Anderson, of Grantsburg, Wis.; F. H. Pratt, W. H. Wyncoop, H. P. Robie, Thos. F. Flynn, H. P. Flynn, J. J. Squires, J. B. Martell, M. F. Spooner, E. A. Undland, C. W. Smith, S. C. Johnson and Gustav Victor, all of Rush City.

RAILROAD ACCEPTANCE, ETC., FILED IN OFFICE OF SECRETARY
OF STATE IN 1878.

ACCEPTANCE OF SOUTHERN MINNESOTA EXTENSION CO.

The R. R. Co. accepts the act of the legislature entitled, "An Act granting to the Minnesota Railway Extension Company certain lands in aid of the construction of the line of road of said company", approved March 6, 1878.

Filed April 26, 1878.

ACCEPTANCE OF THE PLAINVIEW R. R. CO.

The R. R. Co. accepts the act of the legislature entitled "An Act providing for the collection of taxes from the St. Paul, Stillwater and Taylor's Falls Railroad Companies," approved March 10, 1873; the same being chapter 111 of the Special Laws of Minnesota for 1873.

Filed December 23, 1878.

ACCEPTANCE OF THE CHICAGO, CLINTON, DUBUQUE AND MINNESOTA R. R. CO.

The R. R. Co. accepts the provisions of chapter 27 of the acts of the legislature entitled, "An Act to authorize non-resident Railroad Companies to build railroads in Minnesota, approved March 10, 1873; being section 67, title 2, chapter 17, Bissell's Statutes, as amended by the act of said legislature; chapter 14, entitled "An Act to amend section 67, Bissell's Statutes, relating to railroad companies organized under the laws of the State of Iowa," approved February 21, 1877.

Filed March 16, 1878.

ACCEPTANCE OF THE HASTINGS AND DAKOTA R. R. CO.

The R. R. Co. accepts the act of the legislature entitled "An Act to extend the time for the completion of the unfinished line of railroad of the Hastings and Dakota Railroad Company," approved February 8, 1878.

Filed April 1, 1878.

ACCEPTANCE OF THE CHATFELD R. R. CO.

The R. R. Co. accepts the act of the Legislature entitled "An act providing for the collection of taxes from the St. Paul, Stillwater and Taylor's Falls Railroad Company, and other railroad companies," approved March 10th, 1873, the same being chapter 111 of the Special Laws of 1873.

Filed December 23d, 1878.

ACCEPTANCE OF THE ROCHESTER AND NORTHERN MINNESOTA R. W. CO.

The R. R. Co. accepts the act of the Legislature entitled "An act providing for the collection of taxes from the St. Paul, Stillwater and Taylor's Falls Railroad Company and other railroad companies," approved March 10th, 1873, the same being chapter 111 of the Special Laws of 1873.

Filed December 23, 1878.

ACCEPTANCE OF THE MINNESOTA VALLEY RAILWAY COMPANY.

The R. R. Co. accepts the act of the Legislature entitled "An act providing for the collection of taxes from the St. Paul, Stillwater and Taylor's Falls Railroad Company, and other railroad companies," the same being chapter 111 of the Special Laws of 1873.

Filed December 23, 1878.

TITLE AND INDEX OF GENERAL AND SPECIAL LAWS RELATING TO RAILROADS, PASSED IN 1878.

(For acts of this class in former years, see R. R. Commissioner's reports for 1877 and before.)

GENERAL LAWS.

Chapter 45 of printed volume. An act to amend section 1, chapter 106 of the laws of 1877, entitled "An act to authorize Municipal corporations to aid in the construction of railroads."

Chapter 46. "An act to amend subdivision first of section 5 of chapter 106 of the General Laws of 1877 relating to railroads."

Chapter 72. "An act to enable railroad companies to condemn and acquire land for certain purposes."

Chapter 73. "An act to grant the right of way to railroad companies over land owned or held by the State."

Chapter 85. "An act to provide for the recovery and destruction of what are commonly known as Minnesota State Railroad Bonds, and the payment of certain claims incurred in the building of certain railroads for which said bonds were issued."

SPECIAL LAWS.

Chapter 66 of printed volume. "An act to amend section 7 of 'An act to incorporate the Hastings, Minnesota River and Red River Railroad Company' approved February 20, 1857, approved March 3, 1866."

Chapter 70. "An act to amend section 1 of House File, number 124, the act authorizing the Lake Superior and Mississippi Railroad Company to construct and operate an additional branch, approved February 16, 1866."

Chapter 71. "An act to amend chapter 201 of the Special Laws of 1877 entitled 'An act to provide for the completion of the lines of railroad commonly known as the St. Paul and Pacific extension lines.'"

Chapter 72. An act to amend an act entitled "An act to incorporate the Minnesota Western Railroad Company." Approved March 3d, 1853, and the acts amendatory thereof.

Chapter 80. An act to amend an act entitled "An act to authorize the Minneapolis and St. Louis Railway Company to build branch lines from Minneapolis and other points to the southern boundary of the state."

Chapter 86. An act to amend an act entitled "An act to authorize the counties of Stearns, Douglas, Todd, Pope and Morrison to issue bonds to aid in the construction of railroads, the same being chapter 45 of the Special Laws of 1869."

Chapter 130. An act to amend section 1 of chapter 76 of the Special Laws for 1877, an act authorizing certain counties to vote bonds for railroad purposes.

Chapter 153. "An Act to authorize certain towns and villages in the counties of Hennepin, Wright, Carver, and McLeod to aid in the construction of the Minneapolis and Northern railroad."

Chapter 154. "An Act to authorize certain counties, towns and villages to aid in the construction of the Minnesota Northern railroad."

Chapter 231. "An Act granting swamp lands in the county of Otter Tail, to aid in the construction of a railroad from Fergus Falls to the Northern Pacific railroad."

Chapter 234. "An Act to extend the time for the completion of the unfinished line of railroad of the Hastings and Dakota Railroad Company."

Chapter 246. "An Act to transfer the lands granted to the Duluth and Iron Range Railroad Company, and other purposes."

Chapter 252. "An act enabling the cities, towns and villages in the counties of Goodhue, Rice, Le Sueur, Waseca, and Blue Earth to aid in the construction of a railroad from the city of Red Wing, in said county of Goodhue, or from some point in the town of Burnside, from the Chicago, Milwaukee and St. Paul Railway, in said county of Goodhue, to Mankato, in the county of Blue Earth, by way of Cannon Falls, Faribault and Watertown, by donation of bonds of said cities, towns and villages, and providing for the payment of such bonds by taxation."

Chapter 257. "An act granting to the Southern Minnesota Railway Extension Company certain lands in aid of the construction of the line of road of said company."

The Railroads of Minnesota, with Termini and Lengths in this State, on December 1, 1878.

NAME OF ROAD.	TERMINI.	MILES.
Chicago, Milwaukee & St. Paul—River Division.....	From LaCrescent to St. Paul.....	130.47
—Hastings & Dakota Division.....	Hastings to Glencoe—Glencoe to Montevideo.....	156.54
—Iowa & Minnesota Division.....	Minneapolis to southern state line.....	130.50
—Iowa & Minnesota Division, Branch.....	Mendota to St. Paul.....	6.50
—Iowa & Minnesota Division, Branch.....	Austin to Lytle.....	12
Chicago, Dubuque & Minnesota.....	LaCrescent to southern state line.....	25
Central Railroad of Minnesota.....	Mankato to Wells.....	40
St. Paul & Duluth.....	St. Paul to Duluth.....	168
Minneapolis & Duluth.....	Minneapolis to White Bear.....	15
Minneapolis & St. Louis.....	Minneapolis to Albert Lea.....	108
Burlington, Cedar Rapids & Northern Railway.....	State Line to Albert Lea.....	12.50
Northern Pacific.....	Duluth to Moorhead.....	263.50
St. Paul & Sioux City.....	St. Paul to St. James.....	191.25
St. Paul & Northern Pacific.....	St. James to southern state line.....	66.25
St. Paul & Pacific, First Division—Main Line.....	St. Anthony to Breckinridge.....	207
—Branch.....	St. Paul to Sauk Rapids.....	76
—St. Vincent Extension.....	Sauk Rapids to Alexandria.....	69
St. Paul, Sullwater & Taylors Falls.....	a point 12 miles S. of Glyndon to St. Vincent and Fisher's Landi'g.....	178.50
—Branch.....	St. Paul to Stillwater.....	17.50
—Branch.....	Junction to Lake St. Croix.....	8.25
Southern Minnesota.....	Stillwater to South Stillwater.....	3
Stillwater & St. Paul.....	LaCrescent to Jackson.....	21
Winona & St. Peter.....	White Bear to Stillwater.....	23
Winona, Mankato & New Ulm.....	Winona to western state line.....	283.60
Worthington & Sioux Falls.....	Junction to Mankato.....	8.75
Western Railroad of Minnesota.....	near Worthington to Beaver.....	3.75
Red River & Manitoba.....	Sauk Rapids to Brainerd.....	43.50
Minnesota Midland Railway (Narrow Gauge).....	Breckinridge to junction 13 miles S. of Glyndon.....	60.50
Plainview.....	Wabasha towards Zumbrota.....	33.50
Chatfield.....	Eyota to Plainview.....	60
Rochester & Northern.....	Eyota to Chatfield.....	16
Minnesota Valley.....	Rochester to Zumbrota.....	12.3
	Sleepy Eyes to Redwood Falls.....	25.71
Total.....		2,580.50

Of the foregoing lengths 375 miles were constructed or opened in the year 1878, viz.: St. Paul & Pacific, Melrose to Alexandria, 33 miles; St. P. & F., St. Vincent Ex., from near Crookston to St. Vincent 91 miles, (including 28 miles of road constructed in 1872, but never operated—rails were taken up at one time); Southern Minn. Ex., from Winnebago City to Jackson, 43.3; Worthington & S. F., extended to State line 6 miles; Hastings & Dakota from Glencoe to Montevideo, 82.4; Minnesota Valley, Sleepy Eyes to Redwood Falls, 25.89 miles; Plainview to Eyota, 16 miles; Chatfield to Eyota, 12.3 miles; Rochester to Northern, Rochester to Zumbrota, 25.71 miles; Midland completed to Zumbrota, 40 miles, in addition to 20 constructed but not operated in 1877.

In the foregoing statement a length of 5.61 miles from St. Paul to Mendota, owned jointly and operated separately by the St. P. & C. R. R. and the Ch., M. & St. P. Ry. is counted for both these roads. So also the 24 miles from Duluth to N. P. Junction, owned jointly and operated separately by the St. P. & D. R. R. and the N. P. R. R.

REPORT OF RAILROAD COMMISSIONER.

Gross Earnings and Operating Expenses of Railroads in Minnesota for the Year Ending June 30, 1878.

Miles of road operated.	Gross Earnings by Class and per Mile.					Operating Expenses.			Earnings over operating expenses.		Total Loss.	
	Passen- gers.	Freight.	Miscel- laneous.	Total.	Per mile.	Total.	Per Mile.	Per cent.	Total.	Per Mile.		
130.47	\$295,594.47	\$492,244.22	\$56,328.96	\$845,167.65	\$6,801.29	\$531,520.27	\$4,088.62	62.7	\$313,647.38	\$2,412.67	.....
147.52	186,948.02	605,575.66	26,889.80	819,410.48	5,574.25	469,492.56	3,397.91	61	319,921.92	2,176.34	.....
74.14	29,202.23	68,266.99	9,775.81	107,245.03	1,179.74	72,013.29	3,973.15	83	15,287.84	206.59	.....
25	11,014.54	17,522.15	1,771.31	30,314.00	1,212.00	31,128.00	1,245.12	51	.....	.....	\$814
39	11,765.65	41,408.24	2,217.74	55,391.63	1,420.30	24,510.01	1,945.46	44	30,881.00	794.81	.....
12.5	57,187.52	296,872.66	5,790.37	359,850.55	3,790.52	30,940.98	2,475.24	65	17,441.00	1,315.28	.....
123.5	166,605.92	499,561.21	33,301.47	689,468.99	2,925.61	241,938.96	1,966.98	67 1/2	117,911.57	938.33	.....
203.7	188,497.64	362,374.10	44,954.80	595,826.54	2,719.79	328,467.31	1,235.73	47 1/2	351,001.68	1,428.07	.....
205	121,824.27	188,689.61	40,872.29	351,386.17	2,478.39	359,217.45	1,735.35	60.3	236,609.09	1,143.04	.....
76	12,689.70	86,574.40	1,948.63	141,112.73	1,166.21	95,401.00	2,208.32	47.7	45,711.64	377.77	.....
121	St. Vincent Ext.	86,574.40	1,948.63	141,112.73	1,166.21	95,401.00	2,208.32	47.7	45,711.64	377.77	.....
36	" "	13,189.33	20,963.66	2,380.73	36,433.72	28,394.70	788.74	78	8,039.02	223.30	.....
169	St. P. & Duluth.	86,667.67	408,167.42	20,098.05	514,823.14	3,046.23	398,489.83	3,257.92	77.4	116,333.31	688.36
121.27	St. P. & Sioux City.	461,692.95	25,425.66	690,829.70	5,083.77	331,474.83	2,880.94	5.66	269,354.87	2,207.83	.....
66.25	Sioux City & St. P.	129,723.98	18,867.81	153,396.88	2,763.20	115,335.30	1,731.00	6.28	68,160.98	1,027.30	.....
23.8	St. P. S. & Taylor Falls.	42,664.38	68,684.28	160,359.91	4,431.66	57,073.78	2,378.00	.....	2,063.59	.....	.....
167.5	Southern Minnesota	119,515.25	704,024.41	29,608.68	853,148.44	5,093.42	359,643.00	2,147.12	483,505.44	2,946.30	.....
60.5	Western Wisconsin	50,835.64	4,035.01	92,963.04	1,536.00	47,174.95	779.00	42	45,788.00	756.00	.....
22.8	St. Paul & Superior	51,213.56	3,461.65	82,785.21	3,493.04	89,119.41	3,760.31	.....	734.89	.....	6,334
28.5	Winona & St. Peter	251,519.83	555,691.19	24,590.66	831,801.68	6,193.78	2,148.30	7.45	212,016.92	734.89	.....
3.75	Winona, Mankato & New Ulm	2,581.77	1,307.44	22,266.66	418.87	10,878.78	2,901.03	37	53,411.25	1,526.04	.....
44	Worthington & S. F.	15,848.06	66,581.53	2,197.83	84,627.42	3,216.17	891.89	.....	.....	.....	.....
2,220.11	Total	1,846,833.75	5,131,490.43	389,381.20	7,430,611.28	66,842.24	4,491,047.97	.....	2,553,171.90	24,640.71	.....

Minneapolis & St. Louis includes business of branch to White Bear Lake. The whole line to Albert Lea was opened Nov. 1, 1877, hence the report does not give an entire year's business of whole line. Burlington, C. & N. operated only 8 months. Worthington & S. F. has not been in operation the whole length for a year. The same true of St. Vincent Extension and Western.

REPORT OF RAILROAD COMMISSIONER.

Tonnage Statement for year ending June 30, 1878.

	Miles of road operated.	Grain.	Oth'r agric'l and prod.	Flour and Meal.	Provisions.	Manufactures.	Man-Animals.	Lumber and Forest Prodt's.	Metals and Minerals.	Stone, Brick, etc.	Coal.	Mdse. Miscel.	Total.	Freight forwarded from Stations.	Freight received at stations.
C. M. & St. Paul, River Division.....		91,098	363	39,724	365	2,162	1,672	20,813	507	3,397	651	21,741	183,094	183,094	198,891
" " " I. & M. Division.....		111,743	1,042	89,021	450	2,163	1,764	79,233	102	599	26	16,608	302,751	302,751	128,214
" " " H. & D. Division.....		16,259	441	3,276	370	192	1,040	5,927	53	2,364	7	2,955	32,884	32,884	25,824
Chl., C. Dubuque & Minn.....		8,887		671	15	15	90	34,040			20	1,753	44,676		
Central.....		12,874	146	1,008		94	100	8,204		3,785	58	3,425	29,692	29,692	29,692
Burlington, C. E. & Nor.....													21,228		
Minneapolis & St. Louis.....		84,083	1,190	61,725	1,018	1,378	7,865	64,892	61	14,936	1,890	24,437	263,355	263,355	263,355
Northern Pacific.....		29,639	126	2,747	1,788	2,174	2,274	26,539	2,950	570	1,221	84,914	104,941	104,941	104,941
First Div. St. P. & P., Main Branch.....													129,719	129,719	129,902
St. P. & P. & R. R. & Manitoba.....		6,887		262				1,550				13,605	22,320	22,303	81,033
" " " Melrose Line.....														7,982	9,964
St. P. & Duluth.....		49,833	3,680	36,090	1,146	7,720	2,431	83,902	7,721	1,474	17,819	31,314	243,130	243,130	243,130
St. P. & Sioux City.....		54,509	12,308	4,720	3,285	2,679	3,348	94,253		7,307	3,615	25,801	211,725	211,725	211,725
Sioux City & St. P.....		41,757	14,856	1,454	2,246	2,448	1,669	60,732		1,429	5,474	20,338	152,323	152,323	152,323
St. P., S. & Taylor Falls.....		1,638	634	17			79	21,408	131	343	249	5,460	29,559		
Southern Minn.....		121,370	459	36,927		767	3,140	45,275		3,097	3,884	19,676	234,555	234,555	234,555
Western.....		3,768													
West Wisconsin.....															
Winona & St. Peter.....															
Winona, Mankato & New Ulm.....															
Worthington & Sioux Falls.....		16,779	3,495	25	347	985	126	12,879		740	1,137	3,343	39,635	39,635	39,635
Total.....		650,134	38,682	277,662	11,001	22,742	25,498	559,617	11,525	40,601	35,991	225,390	2,495,559	2,140,621	1,946,175

Sales of Railroad Lands for year ending December 31, 1877, also 11 months of 1878.

	Acres receiv'd of grant.	Yet to inure from grant.	Acres sold and con- tracted.		Total sold and con- tracted to Dec. 31, 1877.		Sales and contracts Jan'y 1, to Dec. 1, 1877.		Average price.	
			In 1877.	Am't rec'd in 1877.	Acres.	Amount received.	Acres.	Amount received.	In 1877.	Now held.
St. Paul & Chicago Railway Co.	398,986	62,453	1,208	\$ 581	4,645	\$ 3,166	7,517	\$ 51,441	\$3.00	\$3.75
(River Division C. M. & St. P.)	173,000	None.	10,289	27,844	141,873	214,450	7,448	31,106	7.00	6.85
L. & M. Div. C. M. & St. P.	24,988	.....	No sales.	84,836	153,413	978,673	6,344	27,683	4.47	2.75
Hastings & Dakota	827,918	164,031	3,698	322,887	319,853	2,033,211	61,958	281,404	4.86	5.00
St. Paul & Duluth	593,704	100,696	62,972	185,374	199,440	1,082,756	91,326	631,467	7.19	\$4.80 c'h 6 time
Northern Pacific	744,245	2,174,154	35,475	72,174	27,433	214,432	46,570	302,061	6.31	\$4.80 c'h 6 time
St. Paul & Sioux City	851,288	72,637	12,452	483,389	383,490	3,245,922	133,218	862,128	6.30	\$6.00
St. Paul & Pacific, Main line	931,145	.....	74,317	49,440	75,465	405,719	14,157	51,456	4.13	3.50
St. Paul & Pacific, Branch line	1,120,072	183,888	15,010	yet.	1,218	1,469	4,729	24,523	5.50	5.75
St. Paul & Pacific, St. Vincent exten.	405,754	20,000	None sold	296	.....	.....	4,568	28,357	6.20	6.00
St. Paul, Stillwater & Taylor's Falls	753,747	1,294,252	None sold	in 1877.	.....	.....	7,437	56,261	8.00	\$5.00 to \$8.00
Stillwater & St. Paul	65,146	.....	None sold	8,649	139,845	.....	.....	.....	5.87	About 4.00
Southern Minnesota	337,369	Ball inure	2,226	.....	.....	.....	.....	.....	.....	.....
Southern Minnesota swamp lands	35,052 to Ext. Co.	.....	.....	64,734	25,786	67,529	50,367	285,593	.....	.....
Winona & St. Peter	1,676,928	Unadj'd	24,092	.....	246,210	.....	.....	.....	.....	.....
Winona & St. Peter, Barney lands.. }	290,830	99,570	None sold.	.....	.....	.....	.....	.....	.....	.....
Western	8,587,927	4,128,730	242,487	\$1,309,374	1,718,586	\$8,247,358	435,629	\$1,514,900	.....	.....
Total										

The amount received in 1877, includes interest, stumpage, and payments on sales of former years. All the lands of St. Paul & Chicago, part of lands of Southern Minnesota, and part of St. Paul & Duluth, were State swamp lands; all others Congressional grant
For Barney lands see Rail Road report of 1873 and 1874.

REPORT OF RAILROAD COMMISSIONER.

Table showing the number of miles of road in the State at the close of each year, and the number of miles constructed each year by all the Companies.

NAMES OF ROADS.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
St. Paul & Pacific—Branch Line.....	10	27½	40	50	76	76	76	76	76	76	76	76	76	76	76	76	76
Winona & St. Peter.....	29	50	66	91	106	106	116	139	165	284	288½	288½	288½	288½	288½	288½
Chicago, Mil. & St. P.—I. & M. Div.....	10	56	71	134	137	148	148	148	148	148	148	148	148	148	148
St. Paul & Sioux City.....	22	47	67	90	100	121½	121½	121½	121½	121½	121½	121½	121½	121½
Southern Minnesota.....	16	30	30	30	90	167½	167½	167½	167½	167½	167½	167½	167½	167½
St. Paul & Pacific—Main Line.....	16	51	111	135	207	207	207	207	207	207	207	207
St. Paul & Duluth.....	30	77	156	156	156	156	156	156	156	156	156
Hastings and Dakota.....	20	28	28	48	5	75	75	75	75	75	75
Chicago, Mil. & St. P.—River Division.....	20	20	55	101½	128	128	128	128	128	128	128
St. Paul & St. Paul.....	13	13	13	13	13	13	13	13	13
Northern Pacific.....	50	229½	229½	229½	229½	229½	229½	229½	229½
Winona, Mankato & New Ulm.....	3½	3½	3½	3½	3½	3½	3½	3½	3½
Sioux City & St. Paul.....	3½	56	66½	66½	66½	66½	66½	66½	66½
Sioux Falls & Duluth.....	15	15	15	15	15	15	15	15
Minneapolis & St. Louis.....	15	27	27	27	27	27	27	27
Chicago, Duluth & Taylor's Falls.....	18	20½	23½	23½	23½	23½	23½	23½
St. Paul & Duluth.....	28	28	28	28	28	28	28
Northern Pacific—Rainier Branch.....	4½	4½	4½	4½	4½	4½	4½
St. Paul & Pacific—St. Vincent Extension*.....	139	139	139	139	139	139	139
Central of Minnesota.....
Worthington & Sioux Falls.....
Minnesota Midland.....
Burlington Cedar Rapids & Northern.....
Red River & Manitoba.....
Plainview (Branch of W. & St. P.).....
Chadfield.....
Minnesota Valley.....
Rochester Northern.....
Total number of miles built.....	10	56½	100	210	315	429	560	766	1,092½	1,550½	1,903½	1,914	1,964	1,964	1,983½	2,195½	2,455.79
Number of miles built each year....	10	46½	49½	110	106	114	131	206	326½	458	356	7½	40	.....	29½	212	369½

*Includes 43.3 miles of S. M. Ry. Extension Co., from Winnebago City to Jackson.

*Includes Branch to Fisher's Landing, 11 miles, and the road from East St. Cloud to Alexandria, 60 miles.

The foregoing table includes for 1878 all lengths of road constructed to December 1. It credits the Northern Pacific with only the distance from N. P. Junction to Moorhead. The 24 miles from N. P. Junction to Duluth, owned jointly by the N. P. and the St. P. & Duluth road, was built by the latter.

Comparative Statement, showing R. R. Taxes paid for 1877 and former years.

	For 1876.		For 1877.	
	Per cent.	Tax.	Per cent.	Tax.
Winona and St. Peter.....	3	\$ 18,107.18	3	\$ 18,545.75
St. Paul & Pacific, branch line.	3	10,676.18	3	8,287.94
C. M. & St. P.—I. and M. D.	3	19,043.61	3	21,530.39
St Paul & Sioux City.....	2	12,044.12	3	16,047.45
Southern Minnesota.....	2	12,736.82	3	20,611.89
S. P. & Duluth.....	2	10,727.96	2	161.00
St. Paul & Pacific, main line.....	3	17,689.52	3	12,979.05
C. M. & St. P.—R. D.....	3	19,468.14	3	20,303.38
“ “ —H. & D. D.....	2	1,481.11	2	1,548.26
W. M. & N. U.....	3	119.67	3	108.56
Minneapolis & St. Louis.....	2	2,909.63	2	4,038.68
Northern Pacific.....	2	11,254.39	2	18,545.75
St. Paul & Pacific—St. Vincent Ex*..	3	1,576.97	3	1,986.56
Sioux City & St. Paul... ..	2	3,559.78	2	4,458.16
West Wisconsin.....	2	1,595.42	2	2,697.94
St. Paul, Stillwater & Taylors Falls..	2	1,101.48	2	1,265.78
Chicago, Dubuque and Minnesota... ..	2	451.73	2	549.76
St. P. & P.—St. Vincent Ex†.....	3	392.06	3	1,163.50
Central R. R. of Minnesota.....	1	457.11	2	449.29
Worthington & Sioux Falls.....	.....	.....	1	470.78
Western.....	.....	.....	1	190.86
Burlington, C. R. & N.....	.....	.....	1	134.70
		\$145,392.88		\$156,075.43

Total for the 13 previous years.....\$816,881.07

Total for the first 14 years..... 962,956.00

*Barnesville-Glyndon-Crookston.

†East St. Cloud-Melrose.

‡About \$9,000 of tax of St. P. & Duluth for 1877 was cancelled under an act of 1877 allowing that amount for stumpage collected from lands of the company before the rail road was built.

Local Passenger Fares for 1878.

St. P. & S. C. and S. C. & St. P. R. R	4 cents per mile.
C. M. & St. P.—River Div.....	4 “ “
“ —I & M. Div.....	4.5 “ “
“ —H. & D. Div.....	5 “ “
St. P. & P.—all lines.....	5 “ “
Winona & St. Peter.....	4 “ “
Southern Minnesota, single tickets.....	4.5 “ “
“ round trip (unlimited).....	4 “ “
Central of Minnesota.....	5 “ “
Northern Pacific.....	5 “ “
West Wisconsin.....	4 “ “
St. Paul, Stillwater & Taylors Falls.....	5 “ “
Minneapolis & St. Louis.....	4 “ “
St. Paul & Duluth.....	4 “ “
Chicago, Dubuque & Minn.....	“ “

Mileage tickets at the rate of 3 cents per mile on all roads.

The average passenger rates actually collected for all the roads, as will be seen by company reports, is considerably lower than above.

RAILROAD COMPANY REPORTS,

FOR THE

YEAR ENDING JUNE 30, 1878.

Gauge of Railroads in operation June 30, 1878, four feet eight and one-half inches except Midland R'y, 60 miles, which is three feet gauge.

CHICAGO, MILWAUKEE & ST. PAUL

RAILWAY COMPANY.

Of the 1,412 miles of road in Minnesota, Iowa, Illinois and Wisconsin, operated by this corporation, the following divisions are wholly or partly in Minnesota:

- I. RIVER DIVISION.
- II. IOWA AND MINNESOTA DIVISION.
- III. HASTINGS AND DAKOTA DIVISION.

To avoid repetition, all statements applying to the entire corporation are here given first, gathered under the head of "The Entire Corporation," and next the special information, under the respective division headings.

THE ENTIRE CORPORATION.

OFFICERS.

Alex. Mitchell, President,	-	-	-	-	-	Milwaukee.
Julius Wadsworth, Vice President,	-	-	-	-	-	New York.
R. D. Jennings, Secretary and Treasurer,	-	-	-	-	-	Milwaukee.
Jno. W. Cary, General Solicitor,	-	-	-	-	-	do
S. S. Merrill, General Manager,	-	-	-	-	-	do
John C. Gault, Assistant Manager,	-	-	-	-	-	do
C. H. Prior, Superintendent,	-	-	-	-	-	Minneapolis.
D. J. Whittemore, Chief Engineer,	-	-	-	-	-	Milwaukee.
A. V. H. Carpenter, General Ticket Agent,	-	-	-	-	-	do
Wm. G. Swan, General Freight Agent,	-	-	-	-	-	do
J. P. Whaling, Auditor,	-	-	-	-	-	do

General offices at Milwaukee, Wisconsin.

Directors—Alex. Mitchell, Jno Plankinton, and S. S. Merrill, of Milwaukee; J. M. Bowman, of Kilbourn, Wis.; S. Chamberlain, of Cleveland, Ohio; Geo. W. Weld, of Boston; John M. Burke, W. S. Gurnee, Peter Geddes, David Dows, J. Milbank, and A. R. Van Nest, of New York.

Executive Committee—Messrs. Mitchell, Chamberlain, Wadsworth, Gurnee and Geddes.

Date of annual Election of directors, June.

Name and address of person to whom correspondence concerning this report should be directed, J. P. Whaling, Auditor, Milwaukee.

CAPITAL STOCK, DEBTS, ETC.

Common stock issued.....	\$15,404,261
Preferred stock issued.....	12,279,483
Total capital stock.....	\$27,683,744

Class of Bonds.	Date of issue.	Rate of interest.	Where payable	When payable.	Amount.
		per cent.			
Consolidated Mortgage bonds.....	1875	7	N. Y.	July 1, 1905.	\$ 6,219,000 00
First Mortgage La Crosse Div. bonds..	1869	7	N. Y.	Jan. 1, 1893.	6,600,000 00
First Mort. Iowa & Minn. Div. bonds..	1867	7	N. Y.	July 1, 1897.	3,810,000 00
First Mort. P. du Chien Div. bonds....	1868	8	N. Y.	Feb. 1, 1898.	3,674,000 00
Second Mort. " " " " " " " "	1868	7 3-10	N. Y.	Feb. 1, 1898.	1,315,000 00
First Mort. Chicago & Milw. Div. bonds	1873	7 Gold.	N. Y.	Jan. 1, 1902.	2,500,000 00
First Mort. St. Paul (or River) " "	1872	7 "	London.	Jan. 1, 1902.	4,000,000 00
First Mort. Iowa & Dakota " "	1869	7	N. Y.	July 1, 1899.	601,000 00
First Mort. Hastings & Dak. " "	1872	7	N. Y.	Jan. 1, 1902.	182,000 00
Second Mortgage bonds.....	1864	7	N. Y.	Oct. 1, 1884.	600,000 00
Minnesota Central bonds.....	1864	7	N. Y.	July 1, 1894.	190,000 00
Milwaukee & Western bonds.....	1861	7	N. Y.	July 1, 1891.	234,000 00
Equipment and Bridge bonds.....	1873	10	N. Y.	June 1, 1883.	43,000 00
Real Estate Purchase Money bonds..	1864	7	N. Y.	July 1, 1874.	Ex. 97,500 00
Milwaukee City bonds.....	1854	7	N. Y.	Mch. 1, 1874.	1,000 00

Total bonded debt.....	\$30,066,500
No floating debt in excess of assets.	
Amount of stock and debt per mile of road.....	\$ 41,202
Cost of right of way and real estate, estimated.....	\$ 1,041,728 46
Cost of construction, estimated.....	6,921,299 93
Cost of equipment and steel rail, estimated.....	3,905,742 42
Purchase of roads, estimated.....	45,630,775 84
Average cost of road and equipment per mile (1,412.34 miles)...	40,712 00
Total cost of roads and equipment.....	\$ 57,499,546 65

CHARACTERISTICS OF ROAD.

Length of Road.

	Total.	In Min- nesota.
From Chicago to Milwaukee.....	83.35	.....
" Milwaukee to Prairie du Chien.....	194	.....
" McGregor to Minneapolis.....	215	..... 130
" North McGregor to McGregor.....	1	.....
" Milwaukee to LaCrosse.....	196.39	.....
" LaCrosse Bridge to St. Paul (half of bridge).....	130	..... 130
" Milwaukee to Portage City.....	95	.....
" North Milwaukee to Schwartzburg.....	6	.....
" Horicon to Berlin.....	43	.....
" Rush Lake to Winneconne.....	15	.....
" Watertown to Madison.....	37	.....
" New Lisbon to Necedah.....	13	.....
" Milton to Monroe.....	43	.....
" Calmar to Algona.....	126	.....
" Conover to Decorah.....	9	.....
" Austin to Mason City.....	40	..... 12
" Hastings to Glencoe.....	74	..... 74
" Sabula to Marion.....	87	.....
" St. Paul Junction to St. Paul.....	6	..... 6
Total number of miles.....	1412.34	..... 352

Rails—Number miles iron rail, 940.34; steel rail, 472 miles.

The C., M. & St. Paul Railway Co. are operating the Oshkosh and Mississippi River Railway from Ripon to Oshkosh—length, 20 miles—65 per cent. of the gross earnings of which are included in the earnings, as stated below.

Tariffs—Passengers.....average per mile, 3.18 cents.
 Freight per ton.....“ “ 1.92 “
Freight Hauled—Can not be stated accurately. About 5 tons per car.

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
Freight.....	\$6,718,499.37	Maintenance of way.....	\$1,325,452.99
Passenger.....	1,960,574.35	“ buildings....	88,986.60
Mails.....	160,723.65	“ rolling stock	777,909.51
Express.....	155,499.91	Conducting transportat'n	2,136,845.58
Other sources....	114,114.28	General expenses, includ- ing taxes and insurance	639,146.46
Total.....		Total.....	
\$9,109,411.56		\$4,968,341.14	

Total operating expenses being 55 per cent. of earnings.
 Rates of passenger to freight earnings, as 1 to 3 4-10.

Payments in addition to operating expenses during the year.

Construction account, etc.....	\$ 646,591.52
Additional equipment and steel rail.....	373,896.81
Additional real estate bought.....	108,264.73
For interest on bonds.....	2,152,972.61
Dividends, rate 3½ per cent. on preferred stock (for year 1876)....	429,606.90
“ “ “ “ “ “ 1877.....	429,781.90
“ “ “ “ “ “	429,781.90
Total.....	\$4,570,896.37

REGULATIONS, U. S. MAILS, ETC.

All engines with or without trains are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear.

Eighty rods each side of public highways whistling posts have been placed, where all locomotives must blow whistle and ring bell until highway is crossed. The Ch. M. & St. P. Railway Miller platform and coupler are used between passenger cars. Air and hand brakes.

An agreement with all the railways we connect with enables us to make close connection with them, which is of mutual benefit to the companies and an accommodation to the public.

The U. S. government pays us per annum \$178.00 per mile for carrying the mails between Winona and St. Paul; \$87.00 between North McGregor, Iowa, and Minneapolis; \$50 between Austin and Algona, Iowa; \$135.00 between Winona and La Crescent; and \$32.00 between Hastings and Glencoe.

For transportation on all lines operated by this corporation, except Western Union Division, the American Express Company pays us \$300.00 per day, and the U. S. Express Company \$200.00 per day. Freight taken at depots. No freight and transportation companies run on our road.

The freight cars of all connecting roads or fast freight lines occasionally pass over our road when containing through freight, but no special preference is given to freight therein, either in way of speed or rates charged. The cars of this company also pass over the tracks of other roads when interests of traffic require.

R. R. Crossings—Winona and St. Peter at Winona, St. Paul & Duluth and St. Paul and Pacific at St. Paul.

Rail laid—56 miles of iron rail and 74 miles of steel rail, averaging 60 pds. pr. yard.

Equipment—6 locomotives of more than 30 tons, and 5 of more than 20 tons weight, excl. of tender; 15 first class passenger cars and sleepers, and 6 second class passenger cars; 14 express, baggage and postal cars; 250 box freight and stock cars; 20 flat and coal cars; 22 hand cars of \$90 average cost; 22 other cars of \$50 average cost.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—Of passenger trains, 184,630 miles, of freight and mixed trains, 260,538, of empty freight cars, 1,283,123.

Speed of Trains—

Schedule rate for express passenger, including stops, miles per hour.....	22
Schedule rate for mail and accommodation, including stops, miles per hour..	20
Highest for freight, miles per hour.....	15
Schedule rate, including stops, miles per hour.....	10

TARIFFS.

Average rate per mile for passengers.....	3.18 cents.
“ “ “ per ton for freight.....	1.92 cents.

Tonnage.

(Of freight forwarded from stations on R. D. only.)

	Tons.
Grain.....	91,098
Agricultural products except grain.....	363
Flour and meal.....	39,724
Provisions.....	2,162
Manufactures.....	1,094
Animals.....	1,672
Lumber and forest products.....	20,813
Iron, lead and mineral products.....	507
Stone, brick, lime, cement, sand, etc.....	3,997
Coal.....	651
Merchandise and other articles.....	21,741

Total number of tons..... 183,094

<i>Passengers</i> —Number carried during the year.....	213,846
Number carried 1 mile.....	9,592,182
Average distance traveled by each.....	45 miles.

Fuel consumed—Wood, 16,597 cords; coal, 4,038 tons.

Average Freight Hauled—Per car, about 5 tons.

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. & miscellaneous.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. feet.</i>	<i>Tons.</i>	<i>Tons.</i>
La Crescent.....		41,680	417	2	42		1,106
Dakota.....	13,611		10				8
La Moille.....	2,864		6,906				3
Winona.....	114,891	116,799	41	36	163	80	966
Minnesota City.....	9,257						
Minneapolis.....	106,159	35,609	255				43
Weaver.....	214,629	13,103		10			51
Kellogg.....	209,104	15,279	4	1			26
Wabasha.....	15,537	2,575	16,146	2			77
Reads Landing.....	26,836	1,917	100	1			55
Lake City.....	368,641	70,988	45,851			40	329
Frontenac.....	45,985		12,152		5		54
Red Wing.....	437,825	76,634	249,830	5	165	30	1,123
Etter.....							3
Hastings.....	613,596	3,246	31,752	2	5	10	196
Langdon.....	68,143	6,231		1			1
Newport.....	5,127	1,809					2
St. Paul.....	82,939	7,846	24,972	246	4,598	2,197	16,274
Total, each class.	2,335,144	393,716	388,436	307	4,978	2,357	20,317
<i>Westward.</i>							
La Crescent.....		22,247	325	24	10	404	1,749
Dakota.....							57
La Moille.....		114	35	2			37
Winona.....	267	15	111	7	346	3,930	1,815
Minnesota City.....			4				3
Minneapolis.....							217
Weaver.....				2			89
Kellogg.....	11,429	76	3	1			59
Wabasha.....			29				109
Reads Landing.....				8			122
Lake City.....	79,147					10	634
Frontenac.....	3,868	635			10	220	214
Red Wing.....	109,753	56	500		25	10	4,439
Eggleston.....	54,586		1				3
Etter.....	14,599						13
Hastings.....	80,921	954		10	635		1,356
Langdon.....	24,38	1,955		2			97
Newport.....	7,583	73	13				15
St. Paul.....		444	242		707	460	505
Total, each class.	386,191	26,569	1,263	56	1,733	5,034	11,533
Total, both ways.	2,721,335	420,285	389,699	363	6,711	7,391	31,850

Business and Receipts by Stations.

	FREIGHT.			PASSENGERS.			
	For-	Re-	Revenue.	No.	No. to	Revenue.	Total Revenue.
	warded	ceived.		from.			
	Tons.	Tons.					
La Crescent	4,904	41,911	\$ 37,947 52	3,325	2,694	\$ 7,410 12	\$ 45,357 64
Dakota	474	218	504 15	961	978	867 05	1,371 20
La Moille	825	180	689 58	1,066	1,065	582 60	1,272 18
Winona	13,850	8,314	35,904 95	15,589	1,581	34,039 57	69,944 52
Minnesota City	282	14	1 1 50	2,064	3,706	4,068 64	4,180 14
Minneiska	4,271	947	4,700 40	2,136	2,498	2,951 60	7,652 00
Weaver	6,887	1,357	5,677 08	1,171	1,155	1,336 07	7,013 15
Kellogg	7,049	10,504	26,391 19	2,324	1,984	2,807 86	29,199 05
Wabasha	2,330	1,976	11,741 07	6,363	6,843	9,899 07	20,730 14
Reads Landing	1,045	822	6,216 75	2,956	3,163	4,261 96	10,478 71
Lake City	20,629	4,356	27,435 67	12,589	11,653	20,057 12	47,492 79
Frontenac	3,243	556	1,481 34	1,689	1,607	1,549 08	3,030 42
Red Wing	49,173	10,882	56,349 22	17,667	18,069	30,231 26	86,580 47
Eggleston	1,641	31	108 33	1,033	887	512 48	620 81
Etter	454	156	286 27	800	839	601 64	887 91
Hastings	26,969	7,346	34,624 27	19,111	18,987	27,163 86	61,788 13
Langdon	3,047	391	831 02	1,889	1,976	1,309 21	2,140 23
Newport	442	381	460 48	2,356	2,818	1,018 09	1,468 57
St. Paul	35,489	59,112	277,313 62	92,498	97,032	135,110 84	412,424 46
Union Elevator	49,437		103,635 28				103,635 28
Homer				510	644	131 55	131 55
King's Cooley				18	61	12 15	12 15
Wacouta				172	287	89 10	89 10
Total	183,094	198,891	\$632,409 69	188,337	194,827	\$285,090 92	\$ 917,500 61 632,409 69
Total receipts at stations							\$ 1,549,910 30

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>	<i>Operating Expenses.</i>
Freight	All items
Passenger	
Miscellaneous	
Total	
Gross earnings of the R. D., about 9 per cent. of the entire corporation earnings.	
Average gross earnings per mile of road	\$ 6,501.29
“ “ “ per train per mile	1.89
Average operating expenses per mile of road	4,088.62
“ “ “ per train per mile	1.19
Total net earnings over operating expenses	313,647.38
Average net earnings per mile	2,412.67
“ “ “ per train per mile .....	.70

ACCIDENTS TO PERSONS.

(No accident to any passenger during the year.)

Employees—From causes beyond their control.

A. Wellington, Jan. 22, 1878, at Winona, injured by earth caving on him.

Con. Ryan, June 27, 1878, Fontenac, injured.

Employees—By their own misconduct or want of caution.

E. Jones, July 3, 1877, at Homer, injured by jumping off engine.

J. Allie, Oct. 14, 1877, at Hastings, killed coupling cars.

Chas. Smith, Nov. 12, 1877, at Winona, injured coupling cars.

S. E. Hedding, Nov. 14, 1877, at Lake City, injured jumping from engine.

Orrin S. Jones, Jan. 28, 1878, at Lake City, injured from falling between cars.

Thos. Fahey, May 5, 1878, at Hastings, injured coupling cars.

S. M. Baldwin, June 5, 1878, at Lake City, killed coupling cars.

Ed. Kemp, Nov. 26, 1877, at La Crescent, injured falling from cars.

Accidents to others than passengers or employees.

Charles Morse, boy, killed at St. Paul, July 4, 1877, by jumping on train.

Thomas Carroll, Sept. 20, 1877, at Winona, killed lying on track.

Scott and Sanderson, boys, June 5, 1878, killed near Hastings, found on track.

Mrs. Boyne, June 14, 1878, at La Crescent, injured, drunk on track.

Train Accidents—La Moille, Sept. 30, 1877. Freight train No. 6 ran into a bridge when track had been taken up for repairs. Engine somewhat broken and five cars destroyed. Engineer claimed he did not see warning flag, which was in proper position.

LANDS.

(These lands, which were granted by the state from state swamp lands to aid what is now the River Division, did not pass to the C., M. & St. Paul Co. when the railroad was sold, but still belong to the St. Paul and Chicago Company.)

For the year ending Dec. 31, 1877.

Whole number of acres received of grant to date.....	398,986
“ “ “ yet to enure.....	62,453
“ “ “ sold by deed to date.....	522.21
“ “ “ contracted to be sold.....	4.123
Total receipts.....	\$3,166.79
Number of acres sold in year 1877.....	29.40
“ “ contracted in year 1877.....	1,778.79
Receipts in the year 1877.....	\$ 581.99
Average price per acre of lands sold in 1877.....	\$3.67
Average price at which now offered; time.....	3.00

II. IOWA AND MINNESOTA DIVISION.

(In Minnesota, 147 miles, viz.: 130 from Minneapolis to southern state line; 6 miles from St. Paul to Mendota, and 11 miles from Austin to state line.)

CAPITAL STOCK, DEBT, ETC.

Proportion for Minnesota (147 miles) of stock.....	\$2,882,090.00
“ “ “ of debt.....	3,130,153.00
Amount of stock and debt per mile of road.....	40,900.00
Estimated value of stations, other buildings and fixtures, whole division.....	339,000.00
Of which on the 147 miles in Minnesota.....	265,000.00

CHARACTERISTICS OF ROAD.

Length—From southern state line to Minneapolis, 130 miles; from Austin to state line, 11 miles; from Mendota to St. Paul, 6 miles.

Stations—In Minnesota, 26.

Bridges and Trestles—13 wooden bridges of more than 25 feet in length, aggregating 2,745 feet; 6 7 wooden trestles of all lengths, aggregating 8,725 feet.

Fences—284 miles, costing \$113,600, an average of \$1.25 per rod.

Railway Crossings—Hastings & Dakota at Farmington; Winona & St. Peter at Owatonna; Southern Minnesota at Ramsey.

Rail laid—140 miles of iron and 7 miles of steel rail. Each class averaging 60 pounds per yard.

Equipment—26 locomotives of more than 30 and 10 do. of more than 20 tons weight, exclusive of tender; 15 first class, and 4 second class passenger cars; 8 express and baggage and postal cars; 325 box, freight and stock cars; 60 flat and coal cars; 30 hand cars and 25 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—By passenger trains 118,134 miles.
By freight trains in Minnesota..... 415,723 "
Empty freight car mileage..... 1,801,117 "

Speed of Trains—Highest for mail and accommodation, miles per hour.... 24
Schedule rate, including stops, miles per hour..... 18
Highest for freight trains, miles per hour..... 15
Schedule rate, including stops, miles per hour..... 9

Tariffs—Average per mile in 1876 for passengers..... 3.18 cents.
" " " for freight per ton..... 1.92 cents.

Passengers—Number carried..... 259,546
Number carried one mile..... 5,951,908
Average distance traveled by each..... 23 miles.

Fuel Consumed—8,290 cords of wood, 14,190 tons of coal.

Tonnage.

(Of freight forwarded from stations on I. & M. D. in Minnesota only.)

Grain.....	111,743
Agricultural products, except grain.....	1,042
Flour and meal.....	89,021
Provisions.....	450
Manufactures.....	2,163
Animals.....	1,764
Lumber.....	78,896
Other forest products.....	337
Iron, lead and mineral products.....	102
Stone, brick, lime, cement, sand, etc.....	599
Coal.....	26
Merchandise and other articles.....	16,608

Total number of tons..... 302,751

REPORT OF RAILROAD COMMISSIONER.

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Lyle.....	284,114	26,059	1,709			10	607
Le Roy.....	282,932	2,461		25			197
Taopl.....	200,604			10			42
Adams.....	146,659	1,882		3			36
Rose Creek.....	235,296	40,183					3
Austin.....	284,449	61,107	15,523	50			585
Ramsey.....	254			1	261	10	289
Lansing.....	97,818	17,841					8
Blooming Prairie.....	320,361	7,333		13			90
Aurora.....	52,265						19
Somerset.....	36,170						
Owatonna.....	127,508		15,752	7		10	948
Medford.....	27,488		30,896	1			146
Faribault.....	197,750		116,519	11	19	50	1,238
Dundas.....		29	37,680				34
Northfield.....	243,122	1,443	118,403	2	5		561
Castle Rock.....	18,506						9
Farmington.....	19,413	127	592	1	11	4	138
Rosemount.....	22,423						13
St. Paul Junction.....	12,348						22
Minneapolis.....	11,589		522,981	317	39,131	202	14,073
Totals.....	2,585,009	158,465	860,055	441	39,427	286	19,047
<i>Westward.</i>							
Lyle.....	26,185	38,944	4,102	231	6		1,195
Le Roy.....	430	2,382	15	297			88
Taopl.....	117		7	1			354
Adams.....	5			2			9
Rose Creek.....		187					25
Austin.....	20,117						373
Ramsey.....		444	197	10	5		283
Lansing.....	8,533						20
Blooming Prairie.....	131,851	101		6			69
Aurora.....	3,777			7			1
Somerset.....	34,709						
Owatonna.....	115,074		235	26			598
Medford.....	8,065						15
Faribault.....	165,944	931		10		10	983
Dundas.....	1,665	17	1,161	2	10	30	40
Northfield.....	3,454	1,011					685
Castle Rock.....	167,448			2			47
Farmington.....	184,386	8,759	967	6		1	174
Rosemount.....	94,002	9,877		1			39
St. Paul Junction.....	8,129					10	15
Totals.....	973,891	62,653	6,684	601	21	51	5,013
Total in tons.....	29,217	1,410	668	601	42	51	5,013

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			
	For-	Re-	Receipts.	No.	No. to.	Receipts.	Total
	ward'd	ceived.		from.			Receipts.
	Tons.	Tons.					
Lyle.....	13,407	15,552	\$ 39,378 09	4,708	3,743	\$ 6,687 92	\$ 46,066 01
Le Roy.....	9,219	3,757	17,587 20	3,229	3,274	5,189 45	22,776 65
Taopi.....	6,430	1,719	6,798 48	1,678	1,456	1,771 33	8,569 81
Adams.....	4,492	560	2,704 33	1,454	1,478	1,849 73	4,554 06
Rose Creek.....	7,995	1,495	4,356 29	1,554	1,667	906 00	5,262 29
Austin.....	11,991	9,017	39,498 29	16,322	15,068	25,114 56	64,612 85
Ramsey.....	1,163	12,696	14,606 63	4,806	6,522	6,827 53	21,434 16
Lansing.....	3,620	740	2,438 97	975	962	1,006 58	3,445 55
Blooming Prairie.....	13,912	3,649	13,797 71	3,010	3,027	3,251 76	17,049 47
Aurora.....	1,708	57	173 28	176	605	79 05	252 33
Somerset.....	2,126			49	73	21 50	21 50
Owatonna.....	10,464	11,101	41,085 16	16,772	17,480	25,627 23	66,712 39
Clinton.....							
Medford.....	4,317	976	3,414 73	2,429	2,399	1,376 08	4,790 81
Faribault.....	24,924	13,734	56,540 36	15,632	16,061	22,270 80	78,811 16
Dundas.....	4,061	2,113	4,417 45	3,040	3,160	1,683 60	6,101 05
Northfield.....	20,541	8,682	31,931 36	11,997	12,108	13,732 49	45,663 85
Castle Rock.....	5,637	631	1,413 92	1,371	1,598	1,155 58	2,669 50
Farmington.....	6,815	2,841	8,995 70	10,418	10,669	10,890 57	19,886 27
Rosemount.....	3,768	1,221	2,468 20	2,843	2,896	2,083 65	4,651 85
Wescott.....				166	347	78 60	78 60
St. Paul Junction.....	662	403	397 59	4,765	5,548	1,933 92	2,331 51
Fort Snelling.....				1,130	1,307	217 50	217 50
Minnehaha.....				5,903	6,302	903 40	903 40
Minneapolis.....	145,449	36,260	143,001 07	82,731	91,878	92,882 07	235,883 14
Wolcott.....				14	16	5 95	5 95
Erin.....				17	40	5 05	5 05
South Minneapolis.....				3,187	3,781	239 40	239 40
Fair Ground.....				8,387	8,387	838 70	838 70
Total.....	302,751	127,214	\$435,004 81	218,763	221,752	\$228,630 00	\$ 663,634 81

EARNINGS AND EXPENSES—147 MILES.

These are prorated according to length of road in Minnesota and Iowa.

*Gross Earnings.**Operating Expenses.*

From passengers.....	\$186,848.02	All items.....	\$499,492.56
“ freight.....	605,676.66		
Miscellaneous.....	26,889.80		
Total.....	\$819,414.48		\$499,492.56

Gross earnings of the 147 miles are 9 per cent. of total corporation earnings.

Average gross earnings per mile.....	\$ 5,574.25
“ “ train per mile.....	1.54
“ operating expenses per mile.....	3,397.91
“ “ train per mile.....	.94
Total net earnings.....	319,921.92
Average net earnings per mile.....	2,176.34
“ “ per train per mile.....	.60

ACCIDENTS TO PERSONS.

Passengers—Injured by want of caution. — Davis, Jan. 29, 1878, at Faribault, jumped off train in motion.

Employees—By causes beyond their control.

Killed—John Duffy, at Minneapolis, Aug. 4, 1877, by foot getting caught in frog.

G. W. Crist, at Minneapolis, Nov. 5, 1877, by foot getting caught in frog.

Injured—Louis Norman, Sept. 29, 1877, at Minneapolis, by lumber falling on him.

G. Gebbert, Nov. 6, 1877, at Minneapolis, in shops.

Erwin McCall, Jan. 7, 1878, at Medford, getting off car.

Pat Foley, April 25, 1878, at Northfield.

Dan Hall, April 28, 1878, at St. Paul.

By their own misconduct or want of caution.

Killed—G. W. Bowen, Sept. 28, 1877, at Lansing, fell off cars.

Injured—Ed. Ingalls, Aug. 8, 1877, at Austin, coupling cars.

John Donovan, Aug. 29, 1877, at Owatonna, caught between cars.

Peter Bruso, Oct. 10, 1877, at Minneapolis, coupling cars.

Ed. Gallagher, Oct. 1, 1877, at Minneapolis, coupling cars.

Wm. Carney, Nov. 1, 1877, at Somerset, fell from train.

W. E. Tew, Nov. 16, 1877, at Blooming Prairie, coupling cars.

Geo. McClintic, Nov. 21, 1877, at St. Paul Junction, coupling cars.

Mike Lawler, Nov. 22, 1877, at Blooming Prairie, coupling cars.

Wm. McCallum, Dec. 4, 1877, at Ramsey, coupling cars.

John Lawler, Dec. 29, 1877, at St. Paul Junction, fell off cars.

Wm. Wood, Oct. 22, 1877, at Castle Rock, coupling cars.

Peter Anderson, Nov. 3, 1877, at Northfield, jumped on train.

Henry Hull, Dec. 22, 1877, at Austin, coupling cars.

Henry Minnette, March 27, 1878, at St. Paul Junction, turn table.

Frank Van Hooser, April 5, 1878, at Le Roy, coupling cars.

Chas. Averill, June 16, 1878, at Minneapolis, coupling cars.

S. R. Carr, May 31, 1878, at Lyle, coupling cars.

Others than employees or passengers injured by their own misconduct or want of caution.

John Poscoe, Aug. 4, 1877, at Medford, jumping on train.

Christ Jacobson, Sept. 21, 1877, at Northfield, walking on track.

John Weaver, Dec. 3, 1877, at St. Paul Junction, drunk; drove team into train.

Totals—One passenger injured.

3 employees killed; 22 injured.

5 persons not passengers or employees injured.

Train Accidents—Sept. 16, 1877, near Rosemount; collision of two freight trains; both engines broken up some; 6 cars damaged; no person hurt. Cause of accident, carelessness of conductor of west bound train, who had orders to Farmington only, but run beyond.

Chas. Hall was conductor, and Geo. Perry, engineer. Both were discharged at once.

LANDS.

(The lands herewith reported belong to the Minnesota Central Railway Co., and did not pass when the railroad was sold to its present owners.)

For year ending Dec. 31st, 1877.

Whole number of acres received to date..... 173,000

None to inure.

Whole number of acres sold by deed to date..... 50,896.46

“ “ “ contracted to date..... 90,976.57

Total receipts to date.....\$314,450.90

Acres sold in the year 1877..... 7,085.51

Acres contracted in the year 1877..... 3,274.33

Receipts in the year 1877.....\$ 27,844.38

Average price per acre..... 6.85

Average price at which now offered..... 7.00

Fuel Consumed—5,286 cords of wood.

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other grain.	Flour.	Other Farm Prod.	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Vermillion.....							1
Fairfield.....	195,341	978		98			31
Prior Lake.....	40,109			100			88
Shakopee.....			19,251			110	339
Chaska.....	35	4,385	14	14		133	1,193
Carver.....	15,250	494	1				49
Benton.....	49,196	1,333	1,916	3	2	40	16
Young America.....	148,653	2,158	8,599	28		20	328
Glencoe.....	85,665		1,733	197		110	1,325
Total.....	534,249	9,348	31,514	440	2	413	3,370
<i>Westward.</i>							
Vermillion.....							1
Fairfield.....		432					33
Prior Lake.....	67						10
Shakopee.....	50	14	44	1	105	23	1,827
Chaska.....		132	214		2,624	30	1,726
Carver.....	64						108
Benton.....	71		5				5
Young America.....							
Total.....	252	578	263	1	2,729	53	3,710

Business and Revenue by Stations.

	FREIGHT.			PASSENGERS.		
	For-warded.	Received	Revenue.	No.from.	No. To.	Revenue.
	<i>Tons.</i>	<i>Tons.</i>				
Vermillion.....	2	13	\$ 19 93	683	744	\$ 348 33
Auburn.....		21	30 25	331	419	3,453 52
Fairfield.....	6,054	1,239	2,722 24	1,062	1,169	168 80
Prior Lake.....	1,403	260	711 79	1,125	995	1,387 76
Shakopee.....	4,440	2,882	6,764 41	5,009	4,664	10,383 33
Chaska.....	8,470	6,908	16,386 70	3,711	4,288	18,860 11
Carver.....	628	452	2,198 30	2,026	2,398	3,568 85
Benton.....	1,767	814	1,112 07	1,625	1,401	1,983 42
Young America.....	5,744	2,789	5,752 15	2,384	2,427	7,575 41
Glencoe.....	4,376	10,466	29,183 49	4,145	4,199	35,687 81
Dalgren.....				198	233	68 07
Lake Addie.....		10	20			20 00
Clary.....				4		1 70
Bongard.....				40	30	14 05
Total.....	32,884	25,824	\$64,901 33	22,343	22,967	\$83,521 16

EARNINGS AND EXPENSES.

<i>Gross Earnings</i>		<i>Operating Expenses.</i>	
From Passengers.....	\$29,202.23	All items.....	\$72,013.29
“ Freight.....	48,322.59		
“ Miscellaneous.....	9,775.81		
Total.....	\$87,300.63	Total.....	\$72,013.29

Gross earnings of H. & D. D. are 1 per cent. of entire corporation earnings.

Average gross earnings per mile.....	\$ 1,179.74
“ “ per train per mile.....	.88
Average operating expenses per mile.....	973.15
“ “ per train per mile.....	.73
Total net earnings.....	15,287.34
Average net earnings per mile.....	206.59
“ “ per train per mile.....	.15

ACCIDENTS.

Passengers—Killed from want of caution, none.

Employees Killed—Wm. Nelson, May 7. 1878, at Prior Lake, coupling cars.

Others—Injured from want of caution, Louis Russell, Feb. 20, 1878, at Glencoe, boy playing on cars.

LANDS.

Number of acres received from congressional grant, 24,958.

None sold or contracted to be sold.

(The lands belong to the Hastings & Dakota Railway Co., and did not pass with the sale of the section of road from Hastings to Glencoe, as reported above.

ST. PAUL & SIOUX CITY R. R. CO.

OFFICERS.

E. F. Drake, President, and Land Commissioner.
 J. L. Merriam, Vice President.
 Geo. A. Hamilton, Secretary and Auditor.
 E. C. Palmer, Solicitor.
 Horace Thompson, Treasurer.
 J. W. Bishop, General Manager.
 Jno. F. Lincoln, Superintendent.
 T. P. Gere, Chief Engineer.
 W. H. Dixon, General Ticket agent.
 Jas. C. Boyden, General Freight Agent.

General offices, and addresses of above officers, St. Paul, Minn.

Directors.—E. F. Drake, J. L. Merriam, H. Thompson, G. A. Hamilton, R. Blakeley, A. H. Wilder, H. H. Sibley, Jno. S. Prince, J. W. Bishop, W. R. Merriam, C. H. Bigelow, and W. Rhodes, all of St. Paul, H. G. and T. A. Harrison, of Minneapolis, and R. T. Hersey, of Stillwater.

Date of annual election of officers, 1st Wednesday in May.

Person to whom correspondence concerning this report should be addressed:
 J. W. Bishop, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$5,000,000.)

Common stock issued,.....	\$2,400,000 00
Preferred stock issued, (interest 8 per cent.).....	2,105,957 57
Total issued (all to stockholders at par).....	\$4,505,957 57
Equipment Bonds, 10 per cent interest,.....	49,000 00
Floating debt,.....	131,819 41
Total bonded and floating debt,.....	\$ 230,819 41
Total of stock and debt,.....	4,736,776 98
Total per mile of road (122 miles).....	38,826 04
Road and equipment, total cost,.....	4,567,535 74
Road and equipment per mile of road (122 miles).....	37,438 82
All other property, value,.....	242,132 12
Construction account not closed.	

NOTE.—Of the length of this road, 5.20 miles, from St. Paul to Mendota, were constructed and are owned and maintained jointly, and operated separately by the St. Paul & S. C. R. R. Co. and the Chicago, Milwaukee and St. Paul R. W. Co.—One half thereof is included in the statement of costs of construction and equipment.

CHARACTERISTICS OF ROAD.

Length, from St. Paul to St. James 121.27 miles.
Additional track and sidings, 12 miles.
Miles of iron rail, 97.14; *steel rail*, 24.13 miles.
Stations, (exclusive of flag stations) 18. *Common points*, 7.
Bridges and Trestles, 8 (Howe truss) wooden bridges, aggregating 2,187 feet; 62 wooden trestles and pile bridges, aggregate length, 9,648 feet.
Length of bridging averages $1\frac{1}{2}$ per cent. of track.
Fences, 191 miles of post and board; 8.78 miles of sod and ditch, and 4.75 miles of rail and wire.
R. R. Crossings, Hastings & Dakota at Shakopee; Minneapolis & St. Louis at Merriam Junction; Winona & St. Peter, $2\frac{1}{2}$ miles west of Kasota junction, Mankato & New Ulm, one mile east of Mankato, and Central R. R. of Minnesota at West Mankato.
Equipment, 7 locomotives of more than 30, and 8 of more than 20 tons weight, (exclusive of tenders); 6 first class passenger cars; 6 express and baggage cars; 292 box, freight and stock cars; 78 flat and coal cars; 1 sleeping car; 1 wrecking car, $\frac{1}{2}$ business car, and 52 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage.</i>	Run by passenger trains.....	91,598
	Run by freight and mixed trains.....	176,406
	Total mileage.....	268,004
	Empty freight car mileage, 694,758.	} 24.50 per cent. of total car mileage.
	Loaded freight car mileage, 2,184,837.	
<i>Speed of Trains.</i>	Highest for express passenger.....	miles per hour, 35
	Schedule rate, including stops.....	miles per hour, $22\frac{1}{2}$
	Highest for mail and accommodation ..	miles per hour, 20
	Schedule rate, including stops.....	miles per hour, 15
	Highest for freight.....	miles per hour, 15
	Schedule rate, including stops.....	miles per hour, 9
<i>Tariffs.</i>	Average rate per mile for passengers.....	3.86 cents
	Average rate per mile for freight per ton.....	2.47 cents

Tonnage.

Wheat.....	54,409
Agricultural products (except wheat).....	12,308
Flour and meal.....	4,720
Provisions.....	3,285
Manufactures.....	2,679
Animals.....	3,848
Lumber.....	84,923
Other forest products.....	9,330
Stone, brick, lime, cement, sand, etc.....	7,307
Coal.....	3,615
Merchandise and other articles.....	25,801
Total number of tons	211,725
<i>Passengers.</i> Whole number carried.....	79,264
Whole number carried one mile.....	3,466,121
Average distance traveled by each (miles).....	44
Average fare collected from each.....	\$1 69
<i>Fuel Consumed.</i> 14,186 cords of wood, and 337 tons of coal.	
<i>Freight Hauled.</i> Average per (loaded and empty) car, 5.50 tons.	
Average per train, 141 tons.	
Total tons carried one mile, 18,629,937.	

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other grain.	Flour.	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Mendota.....				8		1
Hamilton.....	60,604	83	1,500			74
Shakopee.....	23,463		1,405	29	39	3,383
Merriam.....		1,250	11	20	10	3,554
Jordan.....	6,767		69	9	30	239
Belle Plaine.....	110,746	2,211	3,000		413	531
Blakeley.....	35,111		4			116
Henderson.....	47,593	11,218	10,104		290	466
Le Sueur.....	51,010	2,474	12,083		595	852
Ottawa.....	19,050		104		80	34
St. Peter.....	21,149	375	4,819	17	60	425
Kasota.....	700	29	107		140	1,721
Mankato.....	34,685	10,071	787	25	40	3,256
Lake Crystal.....	38,349	2,202	1,206			114
Madelia.....	15,619		29			194
St. James.....	1,327,824	453,147	9,349	26		5,942
Total.....	1,792,670	483,060	44,557	134	1,697	20,902
Total in tons.....	53,780	12,076	4,456	173	1,697	20,902

<i>Westward.</i>						
St. Paul.....	1,212	1,397	59	47,235		16,947
Mendota.....	730			110		89
Hamilton.....						9
Shakopee.....	653			20	10	732
Merriam.....	554	1,187	132	17,772	418	992
Jordan.....		36	7			104
Belle Plaine.....	3,763				440	82
Blakeley.....	100	40			750	23
Henderson.....	2,533	61	1,105		1,460	295
Le Sueur.....	3,320	50	402	7	1,430	938
Ottawa.....	663			4	610	238
St. Peter.....	2,119		336	167	110	325
Kasota.....	902	235	12	8	705	690
Mankato.....	3,992	5,889	341	170	1,650	3,622
Lake Crystal.....	165	397	197		50	21
Madelia.....	380		36			36
Total.....	20,968	9,292	2,627	65,493	7,633	25,133
Total in Tons.....	629	232	264	84,750	7,633	25,133

Eastward, 93,084 tons, or 44 per cent., and westward 118,641 tons, or 56 per cent. of total tonnage.

Freight and Passengers Forwarded from Stations,

STATIONS.	Freight Tons.	Passen- gers No.	STATIONS.	Freight Tons.	Passen- gers No.
St. Paul.....	78,156	16,471	Ottawa.....	1,567	689
Mendota.....	264	1,155	St. Peter.....	2,393	4,864
Nichols.....		50	Kasota.....	3,323	1,293
Hamilton.....	2,063	1,413	Mankato.....	10,421	11,392
Bloomington.....		125	South Bend.....		12
Shakopee.....	5,092	6, 21	Minneopa.....		82
Merriam.....	28,092	3,884	Lake Crystal.....	1,544	2,604
Jordan.....	596	3,130	Iceland.....		32
St. Lawrence.....		2	Madella.....	717	1,727
Belle Plaine.....	5,256	2,682	Lincoln.....		11
Blakeley.....	1,937	1,160	St. James.....	58,091	7,688
E. Henderson.....	5,418	2,962	On Mileage tickets.....		6,310
Le Sueur.....	6,805	3,205			
			Total.....	211,725	79,264

All freight and passengers forwarded are received at other stations, and the revenue belongs to the whole line and not to the stations.

The relative importance of stations is approximately shown by the forwarding business of each.

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
Freight.....	\$ 461,692 95	Maintenance of way.....	\$ 132,514 97
Passengers.....	113,711 09	Rolling stock.....	68,476 02
Mails.....	9,852 72	Conducting transportation.....	119,798 64
Express.....	6,000 00	General expenses.....	30,685 20
Rents, etc.....	9,572 94		
Total.....	\$ 620,829 70	Total.....	\$ 351,474 83

Ratio of passenger to freight earnings as 1 to 4.

Average gross earnings per mile of road.....	\$ 5,088 77
Average gross earnings per train per mile.....	2 31

Operating expenses were 56.6 per cent. of gross earnings.

Operating expenses per mile of road.....	\$ 2,880 94
Operating expenses per train per mile.....	1 31

Net earnings, \$269,354.87; per mile, \$2,207.83; per train per mile, \$1.00.

Payments in addition to operating expenses.—

Construction account.....	\$ 24,997 41	Interest on floating debt....	\$ 14,553 21
Addition equipment.....	16,180 50	Pref. stock dividends.....	170,107 23
Real estate.....	4,363 99	Insurance.....	2,772 80
Taxes.....	18,863 53	Right of way.....	1,593 66
Total.....		Total.....	\$ 253,492 33

The foregoing construction account payments of \$24,997. 41, were for widening cuts to avoid snow obstruction, \$488.54; extra cost of replacing wooden bridges with stone, \$7,399.75; additional fencing, cattle guards, etc., \$873.47; extra cost of replacing iron rails with steel, \$10,238.87; extension of side tracks, \$4,425.40; improvements and additions to buildings, \$1,271.38; subscription to aid in construction of wagon roads, \$300.

REPORT OF RAILROAD COMMISSIONER.

GENERAL BALANCE SHEET.

Assets—

Railroad equipments and supplies.....	\$ 4,567,535 74
St. Paul & Sioux City stocks on hand.....	6,546 38
Sioux City & St. Paul stocks on hand.....	31,114 82
Worthington & Sioux Falls stocks on hand.....	13,793 90
Real estate on hand for sale.....	98,838 94
Land contracts, due thereon.....	89,242 25
Bills receivable.....	2,595 83

Total assets.....\$ 4,809,667 86

Liabilities—

Capital stock.....	\$ 2,400,000 00
Preferred stock.....	2,042,387 57
Compensation scrip.....	63,570 00
Equipment bonds.....	49,000 00
Bills and accounts payable.....	181,819 41
Profit and loss accumulated.....	72,890 88

\$4,809,667 86

Profit and loss statement.	Dr.	
To taxes.....	\$18,863 53	Cr.
“ insurance.....	2,772 80	
“ interest on floating debt..	14,553 21	
“ interest on funded debt...	170,107 23	
“ balance for year.....	63,058 10	
		By net earnings for year 269,354 87
	\$269,354 87	\$269,354 87

REGULATIONS, MAILS, ETC.

Governed by statute in regard to railroad crossings.
 Sound whistle 80 rods from highway crossings and ring bell until passed.
 Speed within city limits not to exceed nine miles per hour.
 Use Miller's platform coupler and buffer and Westinghouse automatic brake.
 Amount of payment for carrying U. S. mails in dispute.
 American Express Co. pay us \$6,000.00 per annum, and receive, transport and deliver all our valuable packages free. They have half of one car on passenger trains, but may not load to exceed 5,000 pounds. We have nothing to do with their freight. They do a general express and package business.
 No other freight or transportation on this road.

ACCIDENTS.

A. To Passengers.

*Passengers.—None.**Employees.—*

Nov. 3, 1877, James Cook, had thumb and two fingers crushed while coupling cars at Mankato.

June 12, 1878, Patrick Ford, brakeman employed in the yard at St. Paul, fell from top of freight car and was run over, dying in about six hours after the accident.

Other persons—

July 23, 1877, Kate Papashak, a girl about eleven years of age, was run over by switch engine Chaska, in St. Paul yard and instantly killed. Had jumped on front part of engine while it was backing; was not known to be there until she fell off.

May 29, 1858, a tramp jumped from freight car at Mendota, the wheels passing over his hand, crushing thumb and forefinger. Was stealing a ride, and the train men did not know of his presence till he jumped off.

Total, 4 accidents, all from own want of caution.

No passenger ever killed or injured on this road, now twelve years in operation.

B. Train Accidents.

Oct. 18, 1877, four cars of freight train No. 8, left the track at the crossing of W. M. & N. U. R. W., one car damaged slightly.

Oct. 31, 1877, seven cars of freight train No. 6, left track near South Bend; two cars damaged badly. Cause, breaking of center pin in front car.

Nov. 13, 1877, crank pins on engine No. 11, broke four miles west of Lake Crystal, causing considerable damage to machinery.

April 6, 1878, four cars of No. 5 freight train left track, caused by fall of ties from the cars; damage slight.

Feb. 5, 1878, five cars of freight train No. 6, left track near Watonwan river bridge and one car badly damaged; cause, broken rail.

June 6, 1878, sleeping car of No. 2 passenger train, left track near Hamilton; no damage.

Feb. 6, 1878, caboose car No. 6 freight train, left track, caused by broken rail; conductor and brakeman slightly bruised.

No other personal injuries from above train accidents than those of last named one.

LANDS.

(Year ending December 31, 1877.)

Received of Congressional grant, acres,.....	854,268 85
Yet to inure to company,.....	72,637 29
Sold during the year, acres.....	17,849 58
Contracted to be sold during the year, acres.....	17,625 86
Receipts during the year from sales,.....	\$125,006 64
Receipts during the year from contracts,.....	\$60,368 08
Sales of all years,.....	135,776 65
Contracted sales of all years,.....	63,663 60
Receipts of all years from all sources,.....	\$1,082,756 07
Average price per acre of lands sold or contracted in 1877,.....	\$ 7 19
Average price per acre of lands now offered, cash \$4 80; time,....	\$ 6 00

SIoux CITY & ST. PAUL R. R. CO.

OFFICERS

A. H. Wilder, Vice President, St. Paul.

W. H. Brown, Secretary, New York.

G. A. Hamilton, Auditor and Assistant Secretary, St. Paul.

All other officers the same as of the S. C. & St. P. R. R. Co. General offices at St. Paul.

Directors.—Adrian Iselin, W. H. Brown, and Geo. I. Seney, New York; Alex. H. Rice, and G. W. Simons, Boston; E. F. Drake, A. H. Wilder, I. L. Merriam, and Horace Thompson, St. Paul.

Executive Committee.—Messrs. Seney, Iselen, Wilder and Drake.

Annual election of directors, 1st Monday in May.

Person to whom correspondence concerning this report should be addressed, J. W. Bishop, St. Paul.

REPORT OF RAILROAD COMMISSIONER.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, \$4,500,000.)

Common stock issued (in 1871-2 to original subscribers at par)...	\$ 2,800,000 00
Proportion for Minnesota (apportioned on length of road) 45 per cent.....	
8 per cent. first mortgage bonds, due Nov. 1. 1901.....	1,740,000 00
8 per cent. second mortgage bonds.....	503,000 00
10 per cent. equipment bonds, due June 1, 1878.....	123,500 00
8 per cent. income bonds.....	293,240 00
Total bonded debt.....	\$ 2,659,740 00
Floating debt, none.	
Proportion of debt for Minnesota (45 per cent.).....	\$ 1,196,883 00
Total of stock and debt.....	\$ 5,459,740 00
Average per mile of road.....	36,890 00
Cost of construction and equipment.....	5,457,933 82
Average cost per mile of road.....	36,878 00
Value of all other property.....	70,297 34

The items under the head of Capital Stock, Debt, etc., are distributed over the whole line operated (143 miles), including the 24 miles between Le Mars and Sioux City not yet constructed by this company but operated under a lease from and jointly with the Illinois Central Co., in Iowa.

The above income bonds represent a part of the unpaid coupons on first and second mortgage bonds, accumulated since and including May, 1875.

CHARACTERISTICS OF ROAD.

Length, from St. James, Minnesota, to Sioux City, Iowa, 147.50 miles.

Includes 24 miles of leased Illinois Central track from Le Mars, Iowa, to Sioux City, Iowa, operated by each company separately and maintained by them jointly.

Length in Minnesota, 66.25 miles.

Additional track and sidings, 8.11 miles.

Rail all iron except 1.94 miles of steel, of which 1.55 in Minnesota.

Stations, 14, of which 7 in Minnesota, exclusive of flag stations.

Common points, 2.

Bridges and Trestles, 5 (Howe truss) wooden bridges, aggregating 326 feet in length, and 82 wooden trestles and pile bridges.

Fences, 1.35 miles of post and board, besides snow fencing.

R. R. crossings, none.

Equipment, 5 locomotives of more than 30, and 8 of more than 20 tons weight exclusive of tender; 6 first class passenger cars; 4 express and baggage cars; 295 box, freight and stock cars; 93 flat and coal cars; 1 pay car; 1 sleeper; $\frac{1}{2}$ business car, and 42 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage in Minnesota</i> .—Run by passenger trains.....	42,577
Run by freight and mixed trains.....	61,409
Total.....	103,986
Freight car mileage, whole line, loaded.....	1,667,352
Freight car mileage, whole line, empty.....	610,071
Mileage of empty freight cars in Minnesota.....	274,533

<i>Speed of Trains.</i> —Highest for Express Passenger, miles per hour,.....	35
Schedule rate, including stops, miles per hour,.....	23
Highest for mail and accomodation miles per hour.....	20
Schedule rate including stops, miles per hour.....	15
Highest for freight, miles per hour,.....	15
Schedule rate, including stops, miles per hour,.....	10
<i>Tariffs.</i> —Average rate per mile for passengers,.....	3.86 cents.
“ “ “ “ freight,	1.83 “

Tonnage.

Grain.....	41,757
Agricultural products except grain.....	14,856
Flour and meal,.....	1,454
Provisions,.....	2,266
Manufactures,.....	2,448
Animals,.....	1,569
Lumber,.....	55,437
Other forest products,....	5,295
Stone, brick, lime, cement, sand, etc.,.....	1,429
Coal,.....	5,474
Merchandise and other articles,.....	20,338
Total No. of tons,.....	152,323
<i>Passengers.</i> —Whole number carried,.....	44,463
Whole number carried one mile,.....	2,236,002
Average distance traveled by each, 50 miles.	
Average fare collected from each,	\$1 94
Only paying passengers included in above statement.	
<i>Fuel consumed.</i> —Whole line, 1621 cords of wood and 7,909 tons of coal; Minne- sota, 729 cords of wood and 3,559 tons of coal.	
<i>Freight hauled.</i> —per car, 5.1 tons; per train (1290 trains) 118 tons.	
Total freight mileage or tons carried one mile 15,781,914.	
Only paying freight included in above statement.	

Commodities Shipped from Stations.

	Wheat.	Other grain.	Flour.	Lumber.	Other Forest Products	Mdse. and Miscell.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Mountain Lake.....	28,514	846	599	.....	.....	167
Windom.....	2,183	2,340	20	.....	.....	285
Heron Lake.....	408	7,154	.....	.....	.....	148
Hersey.....	1,785	.....	21	.....	.....	13
Worthington.....	562,081	57,440	2,363	.....	.....	534
Bigelow.....	9,732	1,875	.....	.....	.....	69
Sibley.....	33,313	19,608	12	.....	.....	213
Sheldon.....	91,175	39,200	.....	.....	.....	177
Hospers.....	9,400	1,581	.....	.....	.....	6
East Orange.....	136,931	24,722	.....	.....	.....	14
Seney.....	55,960	28,600	.....	.....	.....	25
Le Mars.....	151,999	171,760	3,446	.....	.....	3,448
Sioux City.....	293,914	192,636	5,936	.....	.....	4,342
Total.....	1,377,388	547,762	12,397	.....	.....	9,441
Total in tons.....	41,321	13,694	1,240	.....	.....	9,441
<i>Westward.</i>						
St. James.....	11,697	37,978	713	47,106	.....	19,913
Mountain Lake.....	.....	146	13	.....	.....	61
Windom.....	31	802	232	.....	.....	15
Heron Lake.....	.....	3,457	5	.....	.....	29
Hersey.....	48	335	1,180	.....	.....	10
Worthington.....	78	723	.....	17	.....	3,782
Bigelow.....	.....	.....	.....	.....	.....	5
Sibley.....	.....	.....	.....	.....	.....	54
Sheldon.....	.....	379	.....	.....	.....	84
Hospers.....	.....	.....	.....	.....	.....	9
East Orange.....	1,803	2,660	.....	.....	.....	123
Seney.....	785	.....	.....	.....	.....	.....
Le Mars.....	.....	.....	.....	.....	.....	.....
Sioux City.....	.....	.....	.....	.....	.....	.....
Total.....	14,502	46,480	2,143	47,123	5,295	24,083
Total in tons.....	435	1,163	214	55,437	5,295	24,083

Eastward, 65,696 tons, or 43 per cent., and westward 86,627 tons, or 57 per cent of total tonnage.

Freight and Passengers Forwarded from Stations.

STATIONS.	Freight Tons.	Passen- gers No.	STATIONS.	Freight Tons.	Passen- gers No.
St. James.....	82,002	12,893	Gilman.....	.....	77
Nicholson.....	.....	24	Sheldon.....	3,985	1,467
Mountain Lake.....	1,169	558	Hospers.....	337	244
Bingham Lake.....	.....	121	East Orange.....	4,985	798
Windom.....	470	1,168	Seney.....	2,444	129
Wilder.....	.....	14	Le Mars.....	12,647	2,354
Heron Lake.....	453	860	Merrill.....	.....	1
Hersey.....	87	633	Sioux City.....	18,569	4,115
Worthington.....	23,007	10,500	Mileage Tickets.....	.....	2,610
Sioux Falls J.....	.....	4,479	Total.....	152,323	44,463
Bigelow.....	411	198			
Sibley.....	1,757	1,230			

All freight and passengers forwarded are received at other stations, and the revenue belongs to the line to destination, and not to the stations.

The relative importance of stations is shown by their forwarding business.

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
Freight,.....	\$288,275 52	Maintenance of way,....	\$ 91,526 28
Passengers,.....	86,233 53	" buildings,.....	1,677 91
Express,.....	6,000 00	" rolling stock	49,976 35
Mails,.....	7,785 96	Conducting transportation,	91,267 14
Rents, etc.,....	19,253 62	General expenses,.....	21,854 35
Total,.....	\$407,548 63		\$256,302 03

Above earnings and expenses are for the entire line. Proportion thereof for Minnesota 45 per cent.

Ratio of passenger to freight earnings, as 7 to 24.

Average gross earnings per mile of road (148 miles).....	\$2,753 70
" " per train per mile in Minn.....	1 76

Operating expenses of the entire line were 62.8 per cent of gross earnings.

Average operating expenses per mile of road (148 miles).....	\$1,731 00
" " per train per mile in Minn.....	1 11

Net earnings, entire line.....	\$151,246 60
--------------------------------	--------------

Average net earnings per mile of road in Minn.....	1,027 30
" " per train per mile in Minn.,.....	65

Construction account,.....	\$9,171 55	Insurance,.....	\$ 1,008 00
Additional equipment,.....	12,453 35	Rent, Ills Central R. R.....	19,260 00
Taxes,.....	15,659 36	Rent, special equipment,..	13,329 64
Interest on bonds,.....	120 00	Rent, elevator,.....	4,371 09
Current interest account,.....	4,389 96		
			\$79,762 95

The foregoing construction expenses for the year were for sloping out cuts to avoid snow obstruction \$505.12; filling bridges and trestles with earth embankment \$1,439.20; fences, cattle guards, etc., \$149.03; excess of cost of steel over iron rails \$1,656.94; extension of Bigelow siding \$435.01; Windom gravel pit \$278.74; Worthington depot and office building \$1,455.24; miscellaneous building \$137.11; tree planting for snow defenses \$1,369.92; and Seney Larch plantation \$2,335.24; from total of which \$600.00 on account of union depot at Le Mars is to be deducted.

Balance Sheet.

<i>Assets.—</i>	
Railroad equipments and supplies,.....	\$5,457,933 82
Land bonds,.....	4,000 00
Worthington and Sioux Falls capital stock,.....	6,800 00
Real estate,.....	36,591 72
Town lot contracts,.....	5,223 57
George I. Seney, Trustee,.....	6,922 21
Bills receivable,...	3,301 89
Current accounts,.....	7,457 95
	\$5,528,231 16

<i>Liabilities.—</i>	
Capital stock,.....	\$2,800,000 00
First mortgage bonds,.....	1,740,000 00
Second mortgage bonds,.....	503,000 00
Income bonds,.....	293,240 00
Equipment,.....	123,500 00
Profit and loss this and previous years.....	68,491 16
	\$5,528,231 16

REPORT OF RAILROAD COMMISSIONER.

Profit and Loss Statement.

Dr.		Cr.
To taxes paid.....	\$15,659 36	
To insurance.....	1,008 00	
To interest, floating debt....	4,389 00	
To interest, bonded debt,....	120 00	
To rents.....	36,960 73	
Balance for year.....	93,108 55	
	<u>\$151,246 60</u>	
		<u>\$151,246 60</u>

Interest on funded debt is not paid and amounts for the year to \$202,899 20.

REGULATIONS, MAILS, ETC.

Trains brought to full stop before crossing R. R's, and to proceed only when the way is ascertained to be clear.

Sound whistle 80 rods from highway crossing and ring bell until passed. Within city limits where streets are crossed, speed not to exceed six miles per hour.

Use Miller's platform coupler and buffer and Westinghouse automatic brake. Compensation for carrying U. S. mails, in dispute.

American Express Co., the only transportation on the road. Terms the same as with the S. C. & St. P. R. R.

The S. C. & St. P. R. R. Co., was organized under the general laws of Iowa, January 1, 1878.

No dividends have been paid.

The road was put in operation from St. James to Worthington in Nov. 1871; from Worthington to Le Mars, Sept. 25, 1872, and at the same date the whole line from St. James to Sioux City.

The S. C. & St. P. R. R. pays \$18,900.00 per annum as their proportion of interest and taxes for the 24 miles track between Le Mars and Sioux City, owned by the Iowa Falls & Sioux City R. R. Co., and operated jointly with the Illinois Central R. R. Co.; also pays maintenance expenses thereon in proportion to the car mileage made on it.

ACCIDENTS.

A. To Persons.

One, September 17, 1877, Hobart Horrick, an employee, having a finger crushed from own want of caution while coupling cars at Worthington.

No passenger has ever been killed or injured on this road, now seven years in operation.

B. To Trains.

One, October 10, 1877; freight train No. 11, throwing one car from the track near Heron Lake. Cause unknown. Nobody hurt.

LANDS IN MINNESOTA.

(For the year ending Dec. 31, 1877.)

Received of Congressional grant, acres.....	231,145.94
Yet to inure, none.....	
Sold during the year, acres.....	10,220.60
Contracted to be sold during the year, acres.....	2,236.60
Receipts from sales during the year	\$ 68,893.60
Receipts from contracts.....	3,781.60
Total sales, all years, acres.....	27,443.88
Total contracts, all years, acres.....	5,265.54
Total receipts, all years,.....	\$ 214,433.78
Average price per acre of land sold or contracted in 1877.....	6.81
Average price per acre at which land is now offered { Cash.....	4.80
Time.....	6.00

WORTHINGTON & SIOUX FALLS R. R. CO.

NOTE.—Road in process of construction.

OFFICERS.

Horace Thompson, of St. Paul, President.

Other officers the same as of the S. C. & St. P. R. R. Co.

General offices at St. Paul.

Directors.—Horace Thompson, John L. Merriam, Geo. A. Hamilton, R. Blakeley, E. F. Drake, P. H. Kelly, J. W. Bishop, and A. H. Wilder, all of St. Paul, and Joseph Dean of Minneapolis.

Executive Committee.—Messrs. Blakeley, Merriam, Thompson, Drake, and Hamilton.

Date of annual election of directors, March 1st.

Person to whom correspondence concerning this report should be addressed, J. W. Bishop, St. Paul.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, \$1,500,000.)

Common stock issued (at par to subscribers).....	\$ 15,000 00
8 per cent. first mortgage bonds, due Oct. 1, 1906.....	\$ 283,000 00
Second mortgage bonds, due Jan. 1, 1906, rate of interest, 1878, 4	
per cent., 1879, 5 per cent., 1880, 6 per cent.....	186,000 00
Total bonded debt.....	\$ 469,000 00
Amount of debt per mile of road.....	\$ 16,133 33
Total of stock and debt.....	484,000 00
Cost of construction.....	476,201 80

The road is in process of construction and neither the above statement nor any other which can now be made as to stock, bonds, etc., can show any more than the condition of the books at the time. Unadjusted stock, bonds and subscription construction account not yet on the books, render it impossible at present to exhibit the actual condition of the company in a formal statement.

Length, from July 1st to Dec. 1, 1878, 30 miles operated to; from Dec. 1, 1877 to June 1, 1877, 38 miles operated from to; from June 1st to July 1, 1878, 44 miles operated from to

Stations, 4, and 2 flag stations. Common points, 1.

No railroad crossings.

The road owns no rolling stock.

REPORT OF RAILROAD COMMISSIONER.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage, mixed trains, miles</i>	26,010
Proportion thereof called passenger train mileage.....	4,522
<i>Speed of trains.</i> —Highest for mixed..... miles per hour	20
Schedule rate including stops..... miles per hour	12
<i>Tariffs.</i> —Average rate per mile for passengers.....	\$ 3 83
Average rate per ton per mile for freight.....	5 05
During construction the road has, on account of short mileage, received double pro rata on all through freight going over the St. P. & S. C. and the S. C. & St. P. roads.	

Tonnage.

Wheat.....	16,579
Agricultural products (except wheat).....	3,494
Flour and meal.....	25
Provisions.....	347
Manufactures.....	965
Animals.....	126
Lumber.....	10,761
Other forest products.....	2,118
Stone, brick, lime, cement, sand, etc.....	740
Coal.....	1,137
Merchandise and other articles.....	3,343
Total number of tons.....	39,635
<i>Passengers.</i> —Whole number carried.....	16,350
Whole number carried one mile.....	413,273
Average number of miles traveled by each.....	25
Average fare collected from each.....	\$ 0 97
<i>Fuel consumed.</i> —Cords of wood.....	105
Tons of coal.....	1,028
<i>Freight hauled.</i> —Tons per car... ..	4.4
Tons per train of 665 trains.....	60
Tons carried one mile.....	1,316,167
Loaded cars constantly in train....	9.1
Empty cars constantly in train.....	4.6
Loaded and empty.....	13.7

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other grain.	Flour.	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbbls.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Adrian.....	50,735	10,313	.....	.....	.....	74
Luverne.....	380,031	45,484	.....	.....	.....	305
Beaver Creek.....	118,738	13,657	.....	.....	.....	150
Valley Spring.....	1,583	.....	.....	.....	.....	1
Total.....	511,087	69,454	.....	.....	.....	530
Total in tons.....	16,532	1,736	.....	.....	.....	530

<i>Westward.</i>						
Worthington.....	1,571	70,320	250	8,316	2,118	5,573
Adrian.....	.....	.....	.....	.....	.....	.....
Luverne.....	.....	.....	.....	.....	.....	263
Beaver Creek.....	.....	.....	.....	.....	.....	292
Total.....	1,571	70,320	250	8,316	2,118	6,128
Total in tons.....	47	1,758	25	10,761	2,118	6,128

18,798 tons, or 47.4 per cent. eastward, and 20,837 or 52.6 per cent. westward of total tonnage.

Freight and Passengers by Stations.

	Freight Tons.	Passengers No.		Freight Tons.	Passengers No.
Worthington.....	20,282	5,780	Beaver Creek.....	4,345	1,943
Sioux Falls J.....	.....	2,408	Valley Springs.....	48	264
Rushmore.....	.....	61	Mileage Tickets.....	.....	1,242
Adrian.....	1,854	1,069			
Drake.....	.....	106			
Hill Siding.....	.....	47			
Luverne.....	13,106	3,410	Total.....	39,635	16,350

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
Freight.....	\$ 66,581 53	Maintenance of way.....	\$ 9,152 36
Passengers.....	15,848 06	Maintenance buildings....	231 32
Mails.....	1,485 96	Conducting transportation.	21,592 56
Express.....	300 00	General expenses.....	239 93
Rents.....	411 87		
Total.....	\$ 84,627 42	Total.....	\$ 31,216 17

Ratio of passenger to freight earnings as 1 to 4.

Average gross earnings per mile of road (average 35 miles).....\$ 2,417 93
 Average gross earnings per train per mile..... 3 25

Operating expenses were 37 per cent. of earnings.

Average operating expenses per mile of road,.....\$ 891 89
 Average operating expenses per train per mile,..... 1 20
 Net earnings,.....\$ 53,411 25
 Net earnings per mile,..... 1,526 04
 Net earnings per train per mile,..... 2 05

Payments in addition to operating expenses.—

Taxes,.....\$ 846 28
 Interest on bonds,..... 22,280 00
 Construction account unadjusted.

Balance Sheet.

Assets.—

Railroad and equipment,.....\$ 479,440 15
 Real estate,..... 3,779 28
 Personal and current accounts,..... 22,521 84
 \$ 505,741 27

Liabilities.—

Capital stock,.....\$ 15,000 00
 First mortgage bonds,..... 283,000 00
 Second mortgage bonds,..... 186,000 00
 Profit and loss account,..... 21,741 27
 \$ 505,741 27

REGULATIONS, MAILS, ETC.

Sound whistle 80 rods from highway and ring bell until crossed.
 Use Miller's platform coupler and buffer and Westinghouse automatic brake.
 For carrying U. S. mails the amount actually paid this year was \$1,485.96.
 Mail carried once each way daily over the road.
 The American Express Co., has temporarily paid \$25.00 per month. No per-
 manent contract yet made. No other transportation Co. on this road.
 No accidents.
 No lands.

FIRST DIVISION ST. PAUL & PACIFIC, MAIN LINE.

TRUSTEES OPERATING.

Edmund Rice, }
 Horace Thompson, } Trustees.
 J. S. Kennedy, }
 J. P. Farley, General Manager and Superintendent.
 A. A. Mead, Treasurer.
 C. A. F. Morris, Chief Engineer.
 W. S. Alexander, General Ticket and Freight Agent.
 S. S. Breed, Auditor.
 H. Trott, Land Commissioner.

General offices at St. Paul.

Annual election of directors, second Tuesday in June.

Correspondence concerning this report should be directed to J. P. Farley.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$5,000,000.)

Stock issued.....	\$ 5,000,000
First mortgage on road from St. Anthony to a point 150 miles west.	1,500,000
Second mortgage on same 150 miles of road, and first mortgage on six sections of land per mile pertaining thereto.....	1,374,000
Third mortgage on same 150 miles of road, and first mortgage on remaining length westward to Breckenridge. Also first mortgage on additional land grant of four sections per mile on the first named 150 miles, and on entire grant belonging to remaining length to Breckenridge.....	4,687,000
Mortgage, subject to prior mortgages, on road and grant from St. Paul to Breckenridge.....	1,000,000
Total bonded debt, all 7 per cent. per annum.....	\$ 8,561,000
Floating debt.....	\$ 98,282 75

CHARACTERISTICS OF ROAD.

Length.—From St. Anthony to Breckenridge, 207 miles. Additional track and sidings, 16.70 miles.

Stations.—35. Common points, 1.

Bridges and Trestles.—6 wooden bridges of more than 25 feet in length, aggregating 1,339 feet; 123 wooden trestles of all lengths, aggregating 7,606 feet.

No railroad crossings.

Rail Laid.—205.25 miles of iron, weighing 50 to 56 pounds per yard; 1.75 miles of steel, weighing 56 pounds per yard.

Equipment.—19 locomotives of more than 30, and 8 of more than 20 tons weight, exclusive of tender; 13 first class and 4 second class passenger cars; 9 express and baggage cars; 257 box, freight and stock cars; 182 flat and coal cars; 8 other cars.

Total cost of equipment, applying to 207 miles.....\$ 608,370 19

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage.</i> —Passenger trains, miles run.....	131,537
Freight and mixed trains, miles run.....	163,834
Total.....	295,371
Empty car mileage.....	716,847
<i>Tariffs.</i> —Average rate for passengers per mile.....	3.6 cents
Passengers carried.....	196,421
Passenger mileage, or number carried one mile.....	5,235,517
Average distance traveled by each.....	26.65
<i>Fuel Consumed.</i> —12,773 cords of wood. No coal.	
<i>Speed of Trains.</i> —Passenger and mails, 18 to 25 miles per hour.	
Freight trains, 12 to 15 miles per hour.	

Commodities Shipped by Stations.

STATIONS.	Wheat.	STATIONS.	Wheat.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Eastward.</i>	<i>Bushels.</i>
St. Albans.....	10,650	Kandiyohi.....	6,476
Long Lake.....	1,349	Willmar.....	28,840
Maple Plain.....	2,490	St. Johns.....	674
Delano.....	45,947	Kirkhoven.....	11,034
Montrose.....	19,748	DeGraff.....	4,799
Waverly.....	32,681	Benson.....	79,113
Howard Lake.....	57,324	Hancock.....	11,071
Smith Lake.....	9,585	Morris.....	50,513
Cokato.....	83,600	Donnelly.....	9,065
Dassel.....	28,197	Herman.....	42,122
Darwin.....	12,548	Campbell.....	42,063
Litchfield.....	66,107	Breckenridge.....	33,012
Swede Grove.....	30,267		
Atwater.....	14,050	Total.....	732,355

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		Total Revenue.
	For-	ceived.	Receipts.	From.	Revenue.	
	Tons.	Tons.				
St. Anthony.....	8,269	4,695	.....	8,870	.....	.....
Minneapolis.....	46,948	71,393	.....	74,450	.....	.....
Cedar Lake.....	.....	.....	.....	655	.....	.....
St. Albans.....	.....	.....	.....	573	.....	.....
Wayzata.....	14,466	683	.....	6,688	.....	.....
Long Lake.....	4,373	2,146	.....	1,850	.....	.....
Maple Plain.....	3,912	276	.....	1,499	.....	.....
Armstrong.....	.....	.....	.....	190	.....	.....
Delano.....	12,392	1,435	.....	3,735	.....	.....
Montrose.....	2,157	530	.....	666	.....	.....
Waverly.....	1,620	712	.....	1,348	.....	.....
Howard Lake.....	2,968	978	.....	2,046	.....	.....
Smith Lake.....	5,229	78	.....	276	.....	.....
Cokato.....	3,076	852	.....	2,327	.....	.....
Dassel.....	3,347	871	.....	1,887	.....	.....
Darwin.....	448	164	.....	443	.....	.....
Litchfield.....	4,270	2,677	.....	4,614	.....	.....
Swede Grove.....	1,364	630	.....	1,071	.....	.....
Atwater.....	667	1,295	.....	1,367	.....	.....
Kandiyohi.....	216	357	.....	387	.....	.....
Willmar.....	2,315	6,268	.....	3,554	.....	.....
St. Johns.....	61	443	.....	204	.....	.....
Kirkoven.....	441	1,580	.....	697	.....	.....
DeGraff.....	415	1,720	.....	512	.....	.....
Benson.....	2,890	5,964	.....	3,093	.....	.....
Clontarf.....	14	854	.....	166	.....	.....
Hancock.....	464	1,745	.....	588	.....	.....
Morris.....	1,802	6,373	.....	2,417	.....	.....
Donnelly.....	320	905	.....	197	.....	.....
Herman.....	1,428	2,415	.....	591	.....	.....
Tintah.....	.....	.....	.....	16	.....	.....
Campbell.....	2,448	960	.....	621	.....	.....
Doran.....	.....	.....	.....	7	.....	.....
Gorden.....	.....	.....	.....	26	.....	.....
Breckenridge.....	1,401	9,903	.....	2,579	.....	.....
Total.....	129,719	128,902	\$362,374 10		\$188,497 74	\$550,871 74

The above includes freight and passengers to and from Red River and Manitoba R. R.

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freight,.....	\$ 362,374 10	Maintenance of way,....	\$ 127,539 34
“ passengers,.....	188,497 64	“ of buildings	1,808 36
“ mails,.....	7,632 00	“ of rolling stock	58,359 41
“ express,.....	10,290 90	Conducting transportation	135,629 38
“ rents,.....	27,121 90	General expenses,.....	35,880 96
<hr/>		<hr/>	
Total,.....	\$ 595,826 54	Total,.....	\$ 359,217 45
Ratio of passenger to freight earnings, as 34.22 to 65.78.			
Average gross earnings per mile of road.....\$ 2,878 39			
Total operating expenses are 60.30 per cent. of earnings.			
Average operating expenses per mile of road.....\$ 1,735 35			
Average operating expenses per train per mile, .....1 22			
Net earnings, .....236,609 09			
Average earnings per mile of road.....1,143 04			
Average earnings per train per mile.....80			

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction account,.....	\$ 20,625 75
Additional equipment during the year,.....	143,793 40
Additional real estate,.....	10,108 45
Taxes,.....	17,188 04
Interest on bonds,.....	53,160 00

Total,.....\$244,875 64

Expense of trust not adjusted.

REGULATIONS, MAILS, ETC.

All trains come to full stop at railroad, and know that the way is clear before crossing. Whistle half mile from highway and ring bell when within 80 rods until across.

Miller platform and coupler used on passenger cars, Hand and air brakes.

Received for carrying U. S. mails,.....\$ 7,632 00

American Express Co., pays part fare for messenger and one and one half first-class fare for freight.

No freight or transfer company runs over this road.

LANDS.

(For year ending Dec. 31, 1877.)

Whole number acres received from Congressional grant,.....	1,130,072
Yet to inure,.....	183,888
Sold and contracted to be sold during the year,.....	74,317
Total number of acres sold and contracted to Dec. 31, 1877,.....	383,400
Total amount received on account of lands,	\$ 493,359 98
“ “ “ “ “ from beginning up to Dec. 31, '77	3,245,922 50
• Average price at which sold per acre in 1877,.....	\$ 6 30
“ “ “ “ “ remainder is held,.....	6 00

ACCIDENTS TO PERSONS.

Oct. 31, 1877. Minneapolis, Wm. McGraff, wiper, foot injured attempting to get on train in motion.

Nov. 7, 1877. Chas. Quinn, brakeman, lost one finger coupling.

March 23, 1878. Scott, (neither passenger nor employee), laying on track one mile west of Cedar Lake "supposed to be in fit," one foot crushed by train.

TRAIN ACCIDENTS.

Dec. 12, 1877, Wood train ran into rear of freight train, near Atwater. Heavy fog prevented giving train signal. Head-light, smoke-stack of engine and platform of caboose broken; no person injured.

March 12, 1878. Ten freight cars jumped the track near St. John's, breaking trucks of three cars. Cause unknown; no person injured.

FIRST DIVISION ST. PAUL & PACIFIC, BRANCH LINE.

TRUSTEES OPERATING.

Trustees and officers same as Main line (next preceding).

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$1,468,600.)

Common stock issued.....	\$ 1,468,600
First mortgage on road from St. Paul to St. Anthony, 8 per cent.....	\$ 120,000
Second mortgage on road from St. Paul to St. Anthony, and first mortgage on road from St. Anthony to Watab, 7 per cent.....	366,000
Mortgage, subject to above mortgage from St. Paul to Watab, and first mortgage on land grant of 6 sections per mile of road from St. Anthony to Watab, 7 per cent.....	1,089,00
Mortgage subject to above mortgage from St. Paul to Watab, and first mortgage on additional land grant of 4 sections per mile of road from St. Anthony to Watab.....	1,087,000
Mortgage also on road and land grant from St. Paul to Breckenridge, subject to prior mortgages on the same.....	1,000,000
Total bonded debt in five mortgages.....	\$ 3,612,000
Floating debt.....	\$ 62,696 80
Total of debt and stock.....	\$ 5,143,296

CHARACTERISTICS OF ROAD.

Length.—From St. Paul to Sauk Rapids, 76 miles.

Stations.—11.

Bridges and Trestles.—4 wooden bridges of more than 25 feet in length, aggregating 638 feet, and one wooden trestle 20 feet long. 3 of above bridges rebuilt last year.

Fences.—51 miles, mostly board fences, average cost 93 cents per rod or \$15,159.

R. R. Crossing.—Minneapolis & St. Louis at St. Anthony Junction.

Rail Laid.—66 miles of iron, 52 pounds per yard, and 10 miles of steel, 56 pounds per yard.

Equipment.—3 locomotives of more than 30, and 4 of more than 20 tons weight, exclusive of tender; 3 first class and 1 second class passenger cars; 5 express and baggage cars; 32 box, freight and coal cars; 20 flat and coal cars, and 2 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage. —Passenger trains, miles run.....	72,038
Freight and mixed trains, miles run.....	60,306
Total.	132,344
Empty freight car mileage.....	348,311
Speed of Trains. —Mail and accommodation, miles per hour.....	18 to 25
Freight and accommodation, miles per hour.....	12 to 15
Tariffs. —Average per mile for passengers.....	3.19 cents
Average per mile for freight.....	
Passengers carried.....	185,668
Passenger mileage or passengers carried 1 mile.....	8,813,257
Average distance traveled by each.....	20.53
Fuel Consumed. —6,124 cords of wood. No coal by locomotives.	

Commodities Shipped from Stations.

STATIONS.	Wheat.	STATIONS.	Wheat.
<i>Southward.</i>	<i>Bushels.</i>	<i>Southward.</i>	<i>Bushels.</i>
Manomlin	788	Sauk Rapids.....	3,448
Itaska.....	1,116		
Becker.....	300		
St. Cloud.....	7,198	Total	12,850

REPORT OF RAILROAD COMMISSIONER.

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		Total Revenue.
	Tons forward- ed.	Tons Received	Revenue.	No. From.	Revenue.	
St. Paul.....	70,390	73,514	.....	80,113	.....	.....
College Place.....	.....	.....	.....	30	.....	.....
St. Anthony Junc.....	.....	.....	.....	2,387	.....	.....
Manomin.....	.....	.....	.....	177	.....	.....
Coon Creek.....	.....	.....	.....	107	.....	.....
Anoka.....	29,662	2,175	.....	6,073	.....	.....
Itaska.....	1,724	222	.....	742	.....	.....
Elk River.....	2,143	1,573	.....	2,962	.....	.....
Bailey's.....	.....	.....	.....	64	.....	.....
Big Lake.....	323	558	.....	1,223	.....	.....
Becker.....	333	48	.....	231	.....	.....
Clear Lake.....	737	405	.....	987	.....	.....
E. St. Cloud.....	.....	.....	.....	5,901	.....	.....
Sauk Rapids.....	2,179	2,538	.....	6,964	.....	.....
Total.....	107,491	81,033	\$188,689 01	107,961	\$121,834 27	\$310,523 28

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freights.....	\$ 188,689 61	Maintenance of way,....	\$ 42,099 66
“ passengers,.....	121,834 27	“ of buildings, ..	3,692 64
“ mails.....	5,307 84	“ of rolling stock	22,244 27
“ express.....	6,598 49	Conducting transportation,	9,835 25
“ rents, &c.....	28,966 26	General expenses.....	29,960 39
Total.....	\$ 351,395 57	Total.....	\$ 167,832 21

Ratio of passenger to freight earnings, as 29.23 to 60.77.

Average gross earnings per mile of road.....\$ 4,623 62

Total operating expenses are 47.75 per cent. of earnings.

Total operating expenses per train per mile.....1 27

Average operating expenses per mile of road.....2,208 32

Net earnings,.....183,563 36

Average net earnings per mile of road.....2,415 30

Average net earnings per train per mile.....1 38

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction account,.....	\$ 11,217 59
Additional equipment,.....	3,013 85
Right of way,.....	3,385 07
Taxes,.....	10,541 89
Interest on bonds,.....	62,738 75
Expense of administering trust not yet adjusted.	

Total,.....\$ 90,897 15

REGULATIONS, MAILS, ETC.

Whistling one half mile from highway crossings, and ring the bell 80 rods from crossing until reached. No R. R. crossings. Use Miller platform and coupler. Hand and air brakes.

Receive per annum for carrying U. S. mails.....\$ 5,307 84

American express company pay part fare for messenger and $1\frac{1}{2}$ first class rates on merchandise, company furnishing cars, express company receiving and delivering freight from cars.

No transportation company on this line.

LANDS.

(For year ending Dec. 31, 1877.)

Number of acres already received from Congressional grant,.....	405,756
“ “ “ yet to inure,.....	20,000
“ “ “ sold and contracted to be sold during year,.....	15,010
“ “ “ from beginning,.....	75,465
Amount received during year, on account of lands,.....	\$ 49,440 26
Total amount received up to Dec. 31, 1877, on account of lands,.....	405,719 56

ACCIDENTS.

No accident to persons.

Train accidents.—June 28, 1878. Train of Minneapolis & St. Louis Ry., run into Branch line passenger train at St. Anthony Junction crossing, throwing one passenger and one baggage car from the track, breaking trucks and steps to passenger car. No person injured.

St. Paul & Pacific and Red River & Manitoba.

(This report shows the business, etc., of a continuous line — Breckenridge to Fisher's Landing,—which is composed of roads owned by three different companies, viz., The Red River and Manitoba Co. own the line from Breckenridge to a point near Barnesville, $33\frac{1}{2}$ miles; The St. Paul and Pacific, St. Vincent Extension, from Barnesville to Crookston Junction, $76\frac{1}{4}$ miles; thence to Fisher's Landing, a track owned in connection with steamers on the Red River, $11\frac{1}{4}$ miles. It has been operated as one road by Receiver Farley.)

Operated by J. P. Farley: address, St. Paul.

General offices St. Paul.

(Receiver has no information in regard to capital stock and debts.)

CHARACTERISTICS OF ROAD.

Length of main line operated, Breckenridge to Fisher's Landing, 121 miles; sidings, all iron rail, 2.23.

Stations.—8

Bridges.—4; total length, 550 feet.

Trestles and pile bridges.—123; total length, 2,742.

Fence.— $1\frac{1}{2}$ miles; cost, \$1.00 per rod.

Railroad crossings.—Northern Pacific, at Glyndon.

Equipment.—Operated by leased rolling stock.

REPORT OF RAILROAD COMMISSIONER.

DOINGS OF YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	25,410
Miles run by freight trains.....	28,316
Total.....	53,726
Miles run by empty freight cars.....	291,551
<i>Speed of trains.</i> —Highest rate 30 miles per hour; schedule rate for passenger, including stops, 20; freight trains, 18 to 15.	
Fuel consumed, 4,523 cords wood.	

Tonnage.

Grain (tons).....	6,887
Other agricultural products.....	262
Lumber.....	1,549
Merchandise and other articles.....	13,605
Total.....	22,302
Passengers carried.....	13,119

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Fisher's Landing..	95,327	.....	51½	.....	.....	.....	1983 349— 2000
Crookston.....	4,748½	.....	13	.....	.....	.....	337 44— 400
Ada.....	27,228½	.....	25½	.....	.....	.....	22½
Beltrami.....	.....	.....	.....	.....	.....	.....	.....
Glyndon.....	200	.....	.....	.....	27,337½	.....	1381 94— 2000
Barnesville.....	.....	.....	.....	.....	.....	.....	171 13— 200
Manston.....	.....	.....	.....	.....	.....	.....	107 — 200
Breckenridge.....	.....	.....	.....	.....	.....	.....	.....
Total.....	127,504	.....	90	.....	27,337½	.....	809 526— 2000
Total tons.....	3,826 ⁶ ₅₀	.....	9	.....	14 ⁶ ₁₀₀₀	.....	809 526— 2000
<i>Westward.</i>							
Fisher's Landing..	.....	.....	.....	.....	.....	.....	.....
Crookston.....	.....	.....	.....	.....	2,000	.....	39 22— 80
Ada.....	.....	.....	30	.....	13,883½	.....	13 13— 100
Beltrami.....	.....	.....	.....	.....	.....	.....	.....
Glyndon.....	.....	.....	1,564	.....	600,897½	.....	309 4,892— 1000
Barnesville.....	102,045	.....	818½	.....	78,023½	.....	373 139— 400
Manston.....	.....	.....	.....	.....	.....	.....	171 — 200
Breckenridge.....	.....	.....	100	.....	309,712½	.....	33 8,010— 2000
Total.....	102,045	.....	2,512½	.....	1004,516½	.....	1461 13,078— 2000
Total tons.....	3,061 ⁷ ₂₀	.....	251½	.....	231 1,508— 250	.....	1461 13,078— 2000

Business and Receipts by Stations.

STATIONS.	FREIGHT.		PASSENGERS.	
	Forwarded.	Received.	From.	To.
	<i>Tons.</i>	<i>Tons.</i>		
Fisher's Landing.....	1883 3,215	307 12,393	2,885	5,875
Crookston.....	2000 17 214	500 23 2,134	1,023	1,547
Ada.....	200 43 878	400 551 729	466	644
	50	1000		
Beltrami.....		7	28	25
	900	25 427		
Glyndon.....	6,093 1000 9	6,488 1000 93	3,622	2,535
Barnesville.....	3,414 400 39	430 400 1	278	246
Manston.....	1 100 117	26 20 573	100	93
Breckenridge.....	8,484 200	100 1000	4,717	2,154
Receipts for each class.....		\$52,689 70		\$86,574 40
Total receipts.....				\$139,264 10

EARNINGS AND EXPENSES.

<i>Earnings.</i>	<i>Operating expenses.</i>
Total passenger earnings, ..\$ 52,689 70	Maintenance of way,.....\$ 37,265 22
" freight..... 86,574 40	" of buildings, .. 222 39
" miscellaneous..... 1,848 63	" rolling stock, 2,476 11
Total.....\$ 141,112 73	Conducting transportation, 31,085 32
	General expenses..... 24,352 05
	Total.....\$ 95,401 09

PAYMENT IN ADDITION TO OPERATING EXPENSES.

Taxes,.....	\$ 1,986 56
Earnings of passengers to freight about 5 to 8.	
Average gross earnings per mile of road.....	\$ 1,166 22
" " per train per mile,.....	2 62
Operating expenses per mile of road,.....	788 43
" " per train per mile,.....	1 77
Total net earnings,.....	45,711 64

REGULATIONS, MAILS, ETC.

All trains come to full stop within 400 feet of railroad crossing. Whistle and ring bell from 80 rods until over highway crossing.

Miller platform, in use and automatic air brake.

American Express Co. pay one and one-half first-class rate for freight and \$100 per month for messenger.

LANDS.

Number acres already received from Congressional grant,..... 753,747

“ “ yet to inure,.....1,294,252

Lands not yet in market

No accident to persons or trains.

ST. PAUL & PACIFIC.

ST. CLOUD & MELROSE SECTION.

Operated by J. P. Farley, Receiver.

Length and location of road.—East, St. Cloud to Melrose, 36 miles.

Mileage.—Mixed and freight trains, 21,652 miles.

(No statistics of tonnage &c.)

BUSINESS BY STATISTICS.

Business by Stations.

STATIONS.	FREIGHT.		PASSENGERS.
	For- warded.	Received	No. From.
	Tons.	Tons.	
St. Cloud.....	4,591	3,580	5,901
St. Joseph.....	1,114	1,029	1,227
Avon.....	534	134	245
Albany.....	111	396	532
Oakes.....			94
Melrose.....	1,632	4,845	2,752
Total.....	7,982	9,984	

<i>Earnings.</i>		<i>Operating Expenses.</i>	
From passengers.....	\$ 13,189 33	Total.....	\$ 28,394 70
Freight.....	20,863 66		
Miscellaneous.....	2,380 73		
Total.....	\$ 36,433 72	Total.....	\$ 28,394 70
Average gross earnings per mile.....			\$ 1,012 05
Average gross earnings per train per mile.....			1 68
Average net earnings per mile.....			223 30
Average operating expenses per mile.....			788 74
Total excess of earnings over operating expenses.....			8,039 02

REGULATIONS, MAILS, ETC.

Law complied with in regard to highway crossings. Miller coupler and plat-forms. Hand brakes.

Mail.—Revenue \$1,360.80 per annum.

American Express Company pay 1½ first class rates.

Western Railroad Co. of Minnesota.

OFFICERS.

Geo. L. Becker, President.

N. W. Kittson, Vice President.

R. M. Newport, Secretary and Treasurer.

General office at St. Paul.

Directors.—C. B. Wright, Philadelphia; Geo. L. Becker, Alex. Ramsey, N. W. Kittson, L. E. Reed and F. R. Delano, St. Paul. S. E. Neiler, C. A. Pillsbury, D. Morrison and W. W. McNair, Minneapolis; C. A. Gilman, St. Cloud; F. Billings, Woodstock, Vt.; Geo. Stark, Nashua, N. H.

Date of annual election 1st Wednesday in June.

CAPITAL STOCK.

Total common stock authorized and issued,.....\$ 100,100 00

This was issued to present holders May 1, 1877, at par. No other stock issued.

DEBT.

First mortgage bonds, due May 1, 1907, 7 per cent interest,.....\$ 500,000 00

Land grant mortgage bonds due May 1, 1907, 7 per cent. interest,.. 100,000 00

Total bonded debt,.....\$ 600,000 00

Stock and debt,.....\$ 700,100 00

Average stock and debt per mile of road,..... 11,571 90

COST OF ROAD AND EQUIPMENTS.

Cost of right of way, entire line,.....	\$ 8,222 89
Cost of construction,.....	323,679 58
Total cost,.....	\$ 331,902 47
Average cost per mile of road,.....	5,485 99

(No equipment)

CHARACTERISTICS OF ROAD.

Length of main line from Sauk Rapids to Brainard, 60½ miles. Siding 1 mile.
Stations.—9, common points, 2.

Bridges and trestles.—Wood bridges 2, length 295 feet. Trestle 30, length 734 feet.

DOINGS OF YEAR IN TRANSPORTATION.

(The road was operated by the Western R. R. Co. from the time of opening, Nov. 1, 1877, to May 1, 1878. From May 1, 1878, to June 30, by the Northern Pacific Co. The reports of both companies are consolidated herein for the whole 8 months.)

<i>Mileage</i> .—Miles run by passenger trains,.....	25,254
" " freight trains,.....	25,077
Total,.....	50,331
Mileage of empty freight cars,.....	166,880
<i>Speed of trains</i> .—Highest for passenger trains per hour.....	30
Schedule in including stops, miles per hour.....	24
Freight trains, including stops,.....	12 and 15
<i>Tariffs</i> .—Average rate for passengers per mile,.....	4 06
For May and June per mile,.....	4 15

TONNAGE.

Grain,.....	3,768
Other agricultural products,.....	52
Flour and meal,.....	1,508
Provisions,.....	1,649
Manufactures,.....	1,008
Animals,.....	1,931
Lumber,.....	1,737
Other forest products,.....	15
Iron, lead, etc,.....	15
Stone, lime, etc,.....	103
Coal,.....	25
Merchandise, etc,.....	10,638
Total tons,.....	21,449
Passengers, whole number carried,.....	17,596
Equal to carried one mile,.....	929,999
Average distance traveled by each passenger,.....	51 3-5
Fuel consumed, cords of wood,.....	1,613

Commodities Shipped from Stations.

<i>South.</i>	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Rice's.....	14,499	409	.....	30	.....	.....	10
Little Falls.....	10,610	785	10	.....	.....	.....	34
Belle Prairie.....	.....	.....	.....	.....	13	.....	5
Brainerd.....	95	.....	.....	.....	.....	.....	371
Total.....	25,204	1,194	10	30	13	.....	420

<i>North.</i>							
Sauk Rapids.....	.....	139,218	3,705	22	1,138	15	14,942
Rice's.....	.....	.....	.....	.....	.....	.....	2
Little Falls.....	3,422	137	67	.....	.....	.....	102
Belle Prairie.....	1,138	148	5	.....	.....	.....	3
Total.....	4,560	139,513	3,777	22	1,138	15	14,949

Business by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	For-warded.	Received	Revenue.	No.From	No. To.	Revenue.
	<i>Tons.</i>	<i>Tons.</i>				
Sauk Rapids.....	20,929	655	.....	9,128	6,752	.....
Watab.....	.....	.....	.....	29	44	.....
Rice's.....	496	196	.....	449	398	.....
Bellevue.....	.....	.....	.....	175	239	.....
Little Falls.....	585	568	.....	1,037	1,242	.....
Belle Prairie.....	44	20	.....	285	234	.....
Fort Ripley.....	.....	.....	.....	217	193	.....
Crow Wing.....	.....	.....	.....	32	64	.....
Brainerd.....	395	20,716	.....	5,962	8,148	.....
Mileage Passengers.....	.....	.....	.....	282	282	.....
Total.....	22,751	22,155	\$50,883 34	17,596	17,596	\$38,044 69
Total Revenue.....						50,883 34
						\$88,928 03

EARNINGS AND EXPENSES.

Gross Earnings.

From freights.....\$ 50,883 34
 From passengers..... 38,044 69
 From miscellaneous..... 4,035 01

Operating Expenses.

Maintenance of way....\$ 6,368 37
 Maintenance of buildings. 27 05
 Maintenance rolling stock. 2,684 31
 Conducting transp'n incl'd
 rental and gen'l expenses. 38,095 22

Total earnings.....\$ 92,963 04

Total expenses.....\$ 47,174 95

ST. PAUL AND DULUTH.

69

Average gross earnings per mile of road.....	\$ 1,536
Average operating expenses per mile of road.....	779
Average net earnings per mile of road.....	756
Earnings over operating expenses.....	45,788
Payments in addition to operating expenses: construction.....	331,902 47
Taxes.....	190 86
Total.....	\$ 332,093 33

REGULATIONS, MAILS, ETC.

(No railroad crossings.)
 Whistle 80 rods and ring bell until across highway.
 Miller platform and coupler in use; also Westinghouse air brake.
 Compensation for carrying mail not fixed. We charge \$50 per mile for daily mail each way. American and United States Express Cos. pay 1½ first class rates.

ADDITIONAL INFORMATION.

Company was incorporated under the General Laws of Minnesota, January 29, 1874. Main line from Sauk Rapids to Brainard, 60½ miles, put in operation November 1, 1877; from that date until May 1, 1878, operated by Western R. R. Co. Since May 1, 1878, operated by Northern Pacific R. R. Co., under a lease for ninety-nine years.

LANDS.

(Congressional grant.)

Number of acres received.....	290,830
Number of acres to inure, estimated.....	99,570
None sold.	

ST. PAUL & DULUTH R. R. CO.

(Name of road changed from *Lake Superior and Mississippi* after foreclosure sale, May 1, 1877, of the property of the L. S. & M. R. R. Co., and new company organized June 27, 1877.)

OFFICERS.

John P. Isley, President, and Land Commissioner, St. Paul.
 Wm. H. Rhawn, Vice President, Philadelphia.
 E. Q. Sewall, Secretary and Treasurer, St. Paul.
 James Smith, Jr., Solicitor, St. Paul.
 Geo. H. Smith, General Superintendent, St. Paul.
 C. F. Cruft, General Ticket Agent, and Auditor, St. Paul.
 A. M. Eddy, General Freight Agent, St. Paul.
 F. W. Cole, Chief Engineer.

General offices at St. Paul, Minn.

REPORT OF RAILROAD COMMISSIONER.

Directors—John P. Hsley, Wm. H. Rhawn, E. M. Lewis, Geo. Whitney, E. A. Rollins and F. R. Shelton, all of Philadelphia; Jas. Smith, Jr., and Wm. Dawson, of St. Paul; and Chas. H. Graves of Duluth.

Date of annual election of directors, June, 3d Monday.

Name and address of person to whom correspondence concerning this report should be directed—C. F. Cruft, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital Stock Authorized, \$12,000,000 00.)

Total common stock (all issued in exchange for various securities of Lake Superior & Mississippi R. R. Co., under the plan of re-organization).....	\$3,488,905 96
Preferred stock, rated preferred 7 per cent. if earned.....	5,306,851 64
No bonded or floating debt.	

CHARACTERISTICS OF ROAD.

Length, from St. Paul to Duluth, 156 miles. Length of branch, (Stillwater & St. Paul R. R., leased) from Stillwater to White Bear, 13 miles. Total length of main line and branch, 169 miles. Additional track and sidings, 20¼ miles.

Stations, number, 28.

Bridges and Trestles, 6 wooden bridges of more than 25 feet in length, aggregating 277 feet; 4 iron and wood bridges, 481 feet; 133 wooden trestles and pile bridges of more than 25 feet, aggregating 17,641 feet.

Fences, 48 miles, both sides of track—post and board.

R. R. Crossings, none.

Rail, laid, 159 miles of iron rail, averaging 56 pounds per yard. 10 miles steel rail.

Equipment, 24 locomotives of more than 20 tons weight, exclusive of tender; 5 first class and 5 second class passenger cars, 4 express and baggage cars, 336 box, freight and stock cars, 134 flat and coal cars, 70 hand and push cars, and 37 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage</i> .—Passenger trains, miles run.....	98,112
Freight and mixed, miles run.....	284,438

Total.....	382,550
Empty freight car mileage.....	1,352,337

<i>Speed of Trains</i> .—Highest for mail and accommodation, miles per hour.....	30
Schedule rate, including stops, miles per hour.....	25
Highest for freight, miles per hour.....	15
Schedule rate including stops, miles per hour.....	10

<i>Tariffs</i> .—Through passengers, average per mile.....	3½ cents.
Local passengers, average per mile.....	4 cents.

Tonnage.

Grain.....	49,833
Agricultural products, except grain.....	3,680
Flour and meal.....	36,090
Provisions.....	1,146
Manufactures.....	7,720
Animals.....	2,431
Lumber and forest product.....	83,902
Iron, lead and mineral products.....	7,721

Stone, brick, lime, cement, sand, etc.....	1,470
Coal.....	17,819
Merchandise and other articles.....	51,967
	<u>51,314</u>

Total number of tons.....243,130

Passengers.—Number carried.....51,967

Number carried one mile.....2,187,701

Average distance traveled by each passenger, 42.09 miles.

Fuel consumed.—16,153 cords of wood. No coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
<i>Northward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
St. Paul.....	666,333	223,600	43,880	704	232	.....	12,688
Stillwater.....	621,266	800	44,230	175	333	162	770
White Bear.....	5,266	450	24,380	.....	52	.....	139
Forest Lake.....	800	.....	.....	.....	.....	.....	8
Wyoming.....	1,200	.....	20	4	1	.....	32
North Branch.....	35,766	950	60	505	.....	.....	117
Harris.....	2,600	250	100	475	18	.....	56
Rush City.....	18,366	800	350	46	75	.....	143
Pine City.....	.....	63	10	47	349	.....	23
Hinckley.....	.....	.....	.....	9	14	.....	17
Kettle River.....	.....	.....	.....	.....	68	.....	3
Moose Lake.....	.....	.....	.....	4	5	.....	11
N. P. Junction.....	.....	.....	30	.....	23	.....	3
Thomson.....	.....	.....	10	.....	63	.....	3
Fon du Lac.....	.....	.....	.....	1	.....	.....	8
Foreign Roads.....	76,666	52,000	247,830	936	127	.....	8,644
Total.....	1,428,263	278,913	360,900	2,926	1,360	162	22,665
<i>Southward.</i>							
Stillwater.....	.....	63	.....	15	6,395	277	1,634
White Bear.....	.....	1,000	.....	38	112	1,329	91
Forest Lake.....	66	.....	.....	2	11	2,997	22
Wyoming.....	.....	.....	.....	123	.....	1,306	84
North Branch.....	.....	700	.....	68	.....	2,298	130
Harris.....	2,500	150	.....	134	162	1,738	50
Rush City.....	.....	3,900	.....	58	789	8,193	138
Pine City.....	.....	150	.....	85	1,574	9,173	145
Hinckley.....	.....	63	.....	84	9,739	7,964	359
Kettle River.....	.....	.....	.....	24	562	1,323	23
Moose Lake.....	33	.....	.....	5	134	1,694	26
N. P. Junction.....	2,200	.....	.....	2	341	759	104
Thomson.....	.....	.....	.....	4	1,049	1,050	16
Fon du Lac.....	.....	.....	.....	54	.....	431	5
Duluth.....	.....	63	.....	44	323	841	44,136
Foreign Roads.....	.....	.....	.....	14	.....	620	.....
Total.....	4,799	6,089	.....	754	20,201	42,203	46,963

Use Miller's platform and coupler. Hand brakes.

For year embraced in this report. U. S. Government paid us an average of \$2,659.79 per quarter for carrying mails.

The U. S. Express Co., runs on the road, taking and delivering goods at the cars. Cars furnished by us. Pays $1\frac{1}{2}$ first-class rates.

Date of original charter, May 23, 1857. Property (road, franchise and lands) of the Lake Superior and Mississippi R. R. Co. was sold upon foreclosure in the U. S. Circuit Court, May 1, 1877. Bought for the benefit of the bond and stock holders. New company organized June 27, 1877.

No cash dividend on stock ever paid, so far as known.

Completed from St. Paul to Duluth, 156 miles, Aug. 1, 1870.

Commenced to operate branch from White Bear to Stillwater, (Stillwater & St. Paul R. R.) 13 miles, Oct. 28, 1875. Lease of this branch for 999 years from Jan. 1, 1871.

Operate jointly with the Northern Pacific, the 24 miles from N. P. Junction to Duluth, and own one-half interest in the same.

Stillwater & St. Paul branch, leased for 999 years from Jan. 1, 1871; rent \$20,000.00 per annum.

LANDS.

Total number of acres already received:		
From congressional grant.....	827,918 89	
From state swamp land grant.....	593,704 26	
		1,421,623 15
Total number of acres yet to inure to company:		
From congressional grant.....	164,081 11	
From state swamp land grant.....	100,695 74	
		264,776 85
Total number of acres sold to Dec. 31, 1877.....		110,373 00
Total number of acres contracted to Dec. 31, 1877.....		43,040 00
Gross receipts from lands to Dec. 31, 1877.....	\$	978,673 49
Expenses.....		466,680 52
Net receipts.....	\$	511,992 97
Acres sold and contracted to be sold in 1877.....		3,698 97
Average price per acre.....	\$	4 47
Receipts in 1877 from sales and contracts made in 1877 and out-		
standing contracts.....		14,151 78
Receipts in 1877 from forfeited contracts, stumpage, interest on		
deferred payments, etc.....		69,884 68
Total receipts in 1877.....	\$	84,036 46
Price of lands now offered for sale, average per acre.....		2 75

ACCIDENTS TO PERSONS.

No passengers killed or injured.

Employees killed.—John Sinct, Aug. 14, 1877. was riding on top of boarding car; knocked off by Kettle River bridge. He had no business on the car.

John Flemming, Oct. 22, 1877, was scalded by engine turning on side and taking him under; died shortly after. Accident not his fault.

Not passenger or employee.—John Rush, Nov. 12, 1877, killed near Fond du Lac; was on main track when train came along and struck him. His own want of caution.

Willey, April 1, 1878, killed walking on track in rock cut near St. Paul; was deaf and did not hear train coming. Both legs broken and head bruised; died shortly after.

Employees injured.—W. J. Crocker, Feb. 13, 1878, was coupling cars at Rush City; had hand mashed.

Not passenger or employee.—Injured, Denman, Sept. 10, 1877, was lying on track near Centreville: had both feet cut off. He was intoxicated and had no business on track.

Total killed, 4; injured, 3.

NORTHERN PACIFIC R. R. CO.

OFFICERS.

Chas. B. Wright, President, 23 5th Ave., New York.
 Geo. Stark, Vice President, 23 5th Ave., New York.
 Samuel Wilkeson, Secretary, 23 5th Ave., New York.
 George Gray, General Counsel, 23 5th Ave., New York.
 Geo. E. Beebe, Treasurer, 23 5th Ave., New York.
 H. E. Sargent, General Manager, St. Paul.
 H. A. Towne, Superintendent, Brainerd, Minn.
 A. Milnor Roberts, Chief Engineer, New York.
 G. G. Sanborn, General Business Agent, St. Paul, Minn.
 R. M. Newport, Auditor, St. Paul, Minn.
 James B. Power, Land Agent, St. Paul, Minn.

General offices at 23 Fifth St., N. Y., & 45 Jackson St., St. Paul.

Directors.—Chas. B. Wright, Charlemagne Tower, J. Fraley Smith and Rich. L. Ashurst, all of Philadelphia; Geo. W. Cass and Johnston Livingston of New York City; Benj. P. Cheney, Boston; Frederick Billings, Woodstock, Vermont; Joseph Dilworth, Pittsburgh, Penn.; John M. Dennison, Baltimore, Md; Geo. Stark, Nashua, N. H.; Alex. Mitchell, Milwaukee, Wis.; J. C. Ainsworth, Portland, Oregon.

Executive Committee.—Messrs. Billings, Cheney, Livingston, Stark and Tower.
 Date of annual election, last Wednesday in September.

Name and address of person to whom correspondence concerning this report should be directed, R. M. Newport, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$100,000,000.00.)

Common Stock issued.....	20,747,700 00
Preferred stock and fractional scrip thereof.....	38,803,131 39

Total stock.....	59,550,831 39
Proportion for Minnesota (for 253 miles of total estimated length of the line, 2,000 miles).....	7,548,067 87
No bonded debt.	

Floating debt.....	154,469 58
Proportion for Minnesota.....	19,579 01
Total of stock and debt.....	59,705,300 97

The common stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed.

The preferred stock is 8 per cent. interest-bearing and issued for first mortgage bonds surrendered.

All the original stock issued by the new organization was issued of date Feb. 1, 1876, to the former bondholders, who have surrendered their bonds for preferred stock. No other stock issued

CHARACTERISTICS OF ROAD.

Length.—From Duluth to Moorhead, 253½ miles.

Stations.—31. Common points, 10.

Bridges and Trestles.—13 wooden bridges of more than 25 feet in length, aggregating 1,730 feet; 105 wooden trestles of all lengths, aggregating 9,459 feet. 7 pile bridges, aggregating 265 feet, have been renewed during the year. 3 (Howe truss) bridges, aggregating 296 feet, have been replaced by pile bridges. The Howe truss bridge over Crow Wing river, 375 feet, has been replaced by similar bridge during the year.

Fences.—None but snow fences.

Railroad Crossings.—St. Vincent branch of S. P. & P., at Glyndon.

Rail Laid.—253 miles of iron rail, weighing 56 pounds per yard.

Equipment.—(Applicable to 449 miles in Minnesota and Dakota)—41 locomotives of more than 30 tons, exclusive of tender, 5 of more than 20 tons, and 2 of more than 10 tons; 5 first class, and 16 second class passenger cars; 8 express and baggage cars; 498 box, freight and stock cars; 634 flat and coal cars; 75 hand and push cars, and 43 other cars; including 2 sleepers, 1 business, 1 pay, and four accommodation cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage.</i> —Miles run by passenger trains	100,555
Miles run by freight and mixed trains	248,475
Total in Minnesota	349,030
Empty freight car mileage	1,261,674
<i>Speed of Trains.</i> —Highest for express passenger, miles per hour	30
Schedule rate, including stops, miles per hour	24
Highest for mail and accommodation, miles per hour	30
Schedule rate, including stops, miles per hour	24
Highest for freight, miles per hour	15
Schedule rate, including stops, miles per hour	12
<i>Tariffs.</i> —Through passengers, average per mile }	3.89
Local passenger, average per mile }	
Through and local freight per ton per mile	3.00

Tonnage.

Grain	29,639
Agricultural products, except grain	125
Flour and meal	2,747
Provisions	1,788
Manufactures	2,174
Animals	2,274
Lumber and other forest products	26,539
Iron, lead and mineral products	2,950
Stone, brick, lime, cement, sand, etc.	570
Coal	1,221
Merchandise and other articles	34,914
Total number of tons	104,941
<i>Passengers.</i> —Number carried	38,529
Number carried 1 mile	4,019,832
Average distance traveled by each	104½
<i>Fuel Consumed.</i> —Cords of wood	12,965
Tons of coal	25

REPORT OF RAILROAD COMMISSIONER.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Aitken.....			3,194		7		43
Brainerd.....					1,453		729
Motley.....	22,900					330	60
Aldrich.....							12
Wadena.....	19,036	1,050	103		53		145
N. Y. Mills.....					2		1
Perham.....	61,960	325	86		68		128
Frazee City.....	32		2,192		29	30	78
Detroit.....	14,604		630		80		112
Audubon.....	15,585		10				81
Lake Park.....	29,453				20		68
Hawley.....	39,529						36
Glyndon.....	224,699				7		599
Moorhead.....	324,480		2,785		65		2,480
Total.....	743,278	1,375	9,000		1,784	360	4,572
<i>Westward.</i>							
Duluth.....		58,524			3,807		15,994
Thomson.....					3,341		13
N. P. Junction.....		126,883	9,195		2,961		8,498
Aitken.....					9		403
Brainerd.....		135,000	5,348	22	1,897		12,914
Motley.....		50	2		284		93
Aldrich.....						30	32
Wadena.....					113	90	130
N. Y. Mills.....					629		3
Perham.....	800	300	4		821		62
Frazee City.....	46		2,760		813	10	173
Detroit.....			634		573	460	353
Audubon.....				42			171
Lake Park.....	1,592	1,235		40	20		208
Hawley.....		3,225	31	21			187
Glyndon.....	2,744		500		7		2,135
Total.....	5,182	325,217	18,474	125	15,275	590	41,319

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts
	For-warded.	Rec'd.	Receipts	No.from.	No. to.	Receipts	
	<i>Tons.</i>	<i>Tons.</i>					
Duluth.....	22,942	24,970		3,477	1,566		
Oneota.....				38	20		
Spirit Lake.....				11	10		
Fond du Lac.....				52	63		
Thomson.....	5,024	13					
N. P. Junction.....	16,650	618		2,799	2,794		
Norman.....				69	100		
Island Lake.....				64	97		
Sicotts.....				54	82		
Kimberly.....				157	191		
Aiken.....	472	1,674		1,632	1,631		
Withington.....				165	154		
Brainerd.....	22,511	11,441		8,758	6,863		
Clayton.....				13	8		
Pillager.....				89	101		
Motley.....	1,598	339		615	671		
Aldrich.....	74	123		366	441		
Verndale.....				26	37		
Wadena.....	1,219	1,070		859	1,114		
Bluffton.....				12	6		
N. Y. Mills.....	951	179		480	501		
Perham.....	3,430	719		1,056	1,096		
Frazee City.....	2,062	42		658	671		
Detroit.....	2,469	1,040		2,353	2,553		
Oak Lake.....				6	14		
Audubon.....	763	564		1,018	1,005		
Lake Park.....	1,333	847		1,088	1,157		
Hawley.....	1,234	582		631	704		
Muskoda.....				82	175		
Glyndon.....	9,623	7,441		3,823	5,556		
Moorhead.....	12,591	52,888		7,614	8,499		
Mileage Passengers				459	459		
Total.....	104,941	104,941	\$499,561 92	38,529	38,529	\$156,605 60	\$656,167 52

EARNINGS AND EXPENSES—253½ MILES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freight.....	\$499,561.92	Maintenance of way and buildings.....	\$134,107.51
“ passengers.....	156,605.60	Maintenance of cars.....	48,545.21
“ mails.....	14,216.79	Motive power, and.....	123,391.75
“ express.....	5,827.61	Conducting transp'rtati'n }	
“ miscellaneous.....	13,257.07	General Expenses.....	17,422.84
Total.....	\$689,468.99	Total.....	\$323,467.31

Above gross earnings in Minnesota are 70.56 per cent. of gross earnings in Minnesota and Dakota.

Rates of passenger to freight earnings, as 1 to 3.19.

Average gross earnings per mile (253½ miles) of road.....\$ 2,719 79
 “ “ per train per mile.....1 97

Operating expenses are 47.78 per cent. of earnings.

Average operating expenses per mile of road.....1,295 73
 “ “ per train per mile.....94

Total net earnings.....361,001 68

Average net earnings per mile of road.....1,424 07
 “ “ “ per train per mile.....1 03

Payments in addition to operating expenses—Construction account..\$ 1,573 89
 Additional equipment..29,735 41
 Taxes.....13,833 75

Total.....\$ 45,143 05

REGULATIONS, MAILS, HISTORY, ETC.

All trains come to a full stop before crossing other railroads. Whistle 80 rods from highway crossings and ring bell thence to crossing.

Use Miller's platform and coupler. Westinghouse air-breaks.

The United States government pays us \$70 per mile per annum for carrying one mail each way daily, Sundays excepted.

U. S. Express Company pays $1\frac{1}{2}$ first-class rates, except between a few points, where they have special rates. Goods delivered at depots.

No transportation companies run on the road.

Date of original charter (act of Congress) July 2, 1864. By joint resolution of May 31, 1870, authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty millions dollars of bonds were issued; January 1, 1874, the company made default in the payment of interest, and said default continuing on the 16th of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. Sale was made on Aug. 12, 1875, and all the property, railroad and franchises mortgaged (except lands patented or certified to the company which are yet in the hands of a receiver) were purchased by a committee of bondholders for \$100,000 cash for all bondholders who shall have assented to a plan of re-organization adopted June 30, 1875, and surrendered their bonds for preferred stock of the re-organized company in accordance with such plan. More than five-sixths of the bonds have been surrendered. The new organization was perfected September 29, 1875.

The Main line from Duluth to Moorhead was put in operation about September 1, 1871.

The Western Railroad of Minnesota, from Sauk Rapids to Brainerd, 60½ miles, was leased of the company of that name for ninety-nine years from May 1, 1878, for rental of 35 per cent. of gross earnings. (For earnings, see separate report.)

A temporary arrangement made with First Division St. Paul and Pacific Railroad company, by which passenger trains of each road run through between St. Paul and Brainerd, the expense being prorated.

ACCIDENTS.

To person.—April 22, 1878, David L. Jewell (an old, deaf gentleman), walking on track, bruised badly, cutting head severely by train 2 bound east. Air-brake saved his life.

Train Accidents.—Nov. 22, 1877, engine 5 to freight-train 8 bound east ran off misplaced switch at Duluth, damaging engine and one car.

(2.) May 14, 1878, extra freight train, west from N. P. Junction, struck two cattle, throwing five cars from track, ditching one badly.

(3.) Passenger train No. 1. bound west, March 21, 1878, ran into freight car standing on side track, at Glyndon; caused by misplaced switch; engine and car slightly damaged.

LANDS.

(For year ending Dec. 31, 1877.)

<i>Congressional Grant</i> ,—No of acres already received, total.....	744,245 72
Thereof sold or contracted to be sold, total.....	319,858 00
Gross cash receipts to Dec. 31, 1877.....	\$2,033,211 20
No. of acres yet to inure to company.....	2,174,154 28
No. of acres sold or contracted in 1877....	62,978 00
Average price per acre.....	\$ 4 86

Cash receipts in 1877—

From sales and contracts made during the year.....	\$306,692 33
From outstanding contracts.....	1,254 90
From forfeited contracts, stumpage, etc., and interest on deferred payments.....	14,939 80

Average price of lands now offered for sale, per acre. \$ 5 00

No state or swamp land grants received.

MINNEAPOLIS & ST. LOUIS R. W. CO.

OFFICERS.

W. D. Washburn, President.
 R. B. Langdon, Vice President.
 Chas. F. Hatch, General Manager.
 Isaac Atwater, Solicitor.
 A. H. Bode, Secretary, Treasurer and General T. & F. Agent.

General offices and address of above officers, Minneapolis.

Directors.—H. T. Wells, W. D. Washburn, L. Butler, John S. Pillsbury, R. B. Langdon, John Martin, Isaac Atwater, Paris Gibson, W. P. Ankeny, C. J. Martin, A. H. Bode, R. P. Russell, W. D. Hale, R. J. Baldwin, W. W. McNair, F. Steele, C. H. Pettit; all of Minneapolis.

Executive Committee.—Messrs. Washburn, Butler, Langdon, Wells and John Martin.

Annual election of Directors, second Tuesday in October.

Name and address of person to whom correspondence concerning this report should be directed, A. H. Bode, Minneapolis.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$2,000,000 00)

Common stock issued for account of construction.....	\$ 2,000,000 00
First mortgage bonds, due Jan. 1, 1907, 7 per cent. interest.....	455,000 00
“ “ “ “ Feb. 1, 1927, 7 per cent. interest.....	830,000 00
“ “ “ (Minn. & Duluth R. R. Co.) 7 per cent. in... ..	280,000 00
	<u>\$ 1,565,000 00</u>
Less bonds unsold.....	\$ 183,350 39
Total bonds outstanding.....	1,468,350 39
Total stock and debt.....	3,468,350 39
Stock and debt per mile of road.....	32,114 35
Cost of right of way, Minneapolis to Albert Lea.....	\$ 45,394 39
Cost of construction, entire line, 108 miles....	3,320,909 41
Cost of equipment (applying to 108 miles).....	283,093 25
Cost of real estate used exclusively in operating the road.....	43,513 37
Total cost.....	<u>\$ 3,692,910 62</u>

CHARACTERISTICS OF ROAD.

	Miles.
Length of main road—Minneapolis to Albert Lea	108
Branch—Minneapolis to White Bear (originally Minn. & Duluth).....	15
Total.....	123

(The branch line is leased by M. & St. L., paying interest at 7 per cent. on bonded debt of \$280,000 of Min. & Duluth Co. Earnings and expenses both in this report.)

Number of stations—17; common points, 5.

Bridges and trestles—Wooden bridges, 11; total length, 1,240 feet. Trestles, 63, total length, 11,855 feet.

Fencing—16 miles, board and wire.

R. R. crossings—Southern Minnesota at Albert Lea; also Burlington, Cedar Rapids & Northern; Winona & St. Peter, at Waseca; St. Paul & Sioux City, Merriam Junction; Chicago, Milwaukee & St. Paul, Chaska; St. Paul & Pacific, East Minneapolis.

Equipment—12 locomotives of more than 30 tons, 1 of more than 20 tons; 4 first-class passenger cars; 2 second-class; 3 express and baggage cars; 221 box and stock cars; 65 flat and coal cars; 59 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage</i> —Miles run by passenger trains.....	69,218
Miles run by freight trains.....	210,956

Total 280,174

<i>Speed of trains</i> —Highest for express and passenger, miles per hour.....	30
Schedule rate, including stops, miles per hour.....	27
Accommodation trains, miles per hour.....	18
Schedule rate, including stops, miles per hour.....	15
Freight, mile per hour.....	15 & 10

<i>Tariffs</i> —Average for through passengers per mile.....	3.48 cents.
Average for local passengers per mile.....	3.77 "
Average for through freights (2,000 lbs. to tons).....	1.83 "
Average for local freight per mile.....	2.96 "

Tonnage.

Grain	84,093
Other agricultural products.....	1,130
Flour and meal.....	61,725
Provisions	1,118
Manufactures	1,379
Animals.....	7,865
Lumber	56,025
Other forest products.....	8,867
Iron, lead, &c.....	61
Stone, brick, lime, &c.....	14,936
Coal	1,830
Merchandise, &c.....	24,427
Total	263,355
<i>Passengers</i> .—whole number carried.....	64,235
Equal to passengers carried one mile.....	1,534,132
Average distance of each passenger.....	23.8 miles.
<i>Average train</i> .—10½ loaded cars.	
<i>Fuel consumed</i> .—7731 cords of wood. No coal.	

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other forest product.	Mdse. & Miscell. freight.
<i>Northward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M. feet.</i>	<i>M. feet.</i>	<i>Tons.</i>
East Minneapolis.....		130	683	113½	147		107½
Minneapolis.....	93,971	32,234	236,784	4,564½	185		7,576½
Hopkins.....	1,160		2,613				2
Eden Prairie.....	13,856	277	6	2½			1½
Chaska.....	362,594	8,641	42	134½		136	1,460
Carver.....	172,970	6,150	100	421½			214
Merriam Junction.....	829,835	24,741	1,229	238½	39	195	3,377½
Jordan.....	32	11	27,145	52½			65
New Prague.....	151,726	1,259	120	93		26	61½
Montgomery.....	48,680	97	21	41½		176	54½
Kilkenny.....	19,837	5	2	20		240	17½
Waterville.....	90,043		100	88½	28	80	70½
Waseca.....	228,901	32	41	64½	9	8	135½
Richland.....	180,057	357		20½			54
Hartland.....	132,511			4½			8
Manchester.....							
Albert Lea.....	129,937	198,024	1,953	3,184½	51	152	5,574½
Total.....	2,454,050	271,508	250,839	9,094½	452	1,013	18,869
<i>Southward.</i>							
White Bear.....	127,763	559	410	139	5,351	4,388	14,068
East Minneapolis.....			60	5½	1,461	88	83½
Minneapolis.....	4,313	684	235,198	7,345½	46,961	85	11,723½
Hopkins.....	60	100	1,706	3½			10½
Eden Prairie.....				½	15		10½
Chaska.....	209	788	3	25	8		1,096½
Carver.....		1,967		4½	1		43
Merriam Junction.....	3	701		6	131		736
Jordan.....			8,823	17½	2		383½
New Prague.....			1	16	100		30½
Montgomery.....	237					152	6
Kilkenny.....			1	¾	51	141	1½
Waterville.....			300	2¾	65	132	6½
Waseca.....	119		803	1¾	67		807½
Richland.....					16		3½
Hartland.....	320			4½			5½
Manchester.....							
Albert Lea.....							
Total.....	133,024	4,499	247,305	7,575½	54,709	4,986	29,016½

REPORT OF RAILROAD COMMISSIONER.

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	For-	Received	Receipts	No.From	No. To.	Receipts	
	warded.						
	<i>Tons.</i>	<i>Tons.</i>					
White Bear.....	29,596½	41,221¼	\$27,241 81	6,139	6,783	\$ 2,922 03	\$ 30,163 84
E. Minneapolis...	3,147½	4,008	1,554 75	1,294	111	638 89	2,193 64
Minneapolis.....	123,940½	111,450¼	145,286 77	18,335	19,117	18,931 31	164,218 08
Hopkins.....	533½	827½	774 90	1,701	1,786	615 79	1,390 69
Eden Prairie.....	471	84	130 65	1,099	1,112	620 55	751 20
Chaska.....	14,664½	8,596	9,306 98	4,444	4,818	3,368 57	12,671 55
Carver.....	6,138½	2,109¼	2,681 62	3,667	2,921	2,163 19	4,834 81
Merriam Junc.....	30,853½	30,837	25,164 60	4,327	4,822	3,887 15	29,051 75
Jordan.....	5,866	4,634¼	4,761 99	2,784	2,903	2,033 92	6,795 79
New Prague.....	4,969	2,503½	4,702 55	1,822	1,837	1,423 42	6,126 27
Montgomery.....	1,968	1,298½	2,661 76	1,623	1,662	1,496 82	4,158 58
Kilkenny.....	1,947½	409½	1,099 91	842	852	673 86	1,773 71
Waterville.....	4,281½	1,484¼	3,777 23	2,111	2,062	1,762 35	5,539 58
Waseca.....	8,999½	4,709½	9,141 90	5,263	4,877	5,425 85	14,567 75
Richland.....	5,540½	3,738½	7,387 49	2,396	2,475	1,701 10	9,088 59
Hartland.....	3,868½	1,743	3,286 59	1,723	1,710	1,033 80	4,320 39
Manchester.....		44¾	94 08				94 08
Albert Lea.....	17,248	43,245½	47,814 78	4,565	4,397	8,499 10	56,313 88
Total.....	263,355½	263,355½	296,872 66	64,235	64,235	\$57,187 52	\$354,060 18

EARNINGS AND EXPENSES.

<i>Gross earnings.</i>		<i>Operating expenses.</i>	
Passenger earnings.....	\$57,187 52	Maintenance of way and buildings.....	\$ 83,941 77
Freight earnings.....	296,872 66	Mainten'ce of rolling stock.....	32,534 52
Mails.....	2,040 56	Conducting transportation, motive power, employes, &c.....	104,115 47
Express.....	3,749 81	General expenses, salaries &c.....	21,947 22
Total.....	\$359,850 55	Total operating expenses.....	\$241,938 98
Average gross earnings per mile of road, 123 miles.....	\$ 2,925 61		
Average gross earnings train per mile.....	1 28		
Average operating expenses per mile of road.....	1,966 98		
Average operating expenses train per mile.....	86		
Excess of earnings over operating expenses.....	\$117,911 57		
Net earnings per mile of road, (123 miles).....	958 63		

The above earnings and expenses relate to the whole road; the line was opened as follows: The extension from Merriam Junction (27 miles) being to Jordan, 32 miles, June 28, 1877; New Prague, 42 miles, July 15; Montgomery, 50 miles, August 8; Kilkenny, 58 miles, August 18; Waterville, 65 miles, August 26; Waseca, 76 miles, September 8; Richland, 89 miles, September 20; Hartland, 95 miles, Oct. 1; Albert Lea, (108 miles) Nov. 3, 1877.

Payments in addition to operating expenses.

Taxes.....	\$ 7,196 19
Interest on bonds.....	109,550 00
Total.....	\$116,746 19

REGULATIONS, MAILS, ETC.

State law complied with in crossing railroads and highways found sufficient.

Miller platform and coupler, and Westinghouse air brakes in use.

U. S. mail, \$50 per mile per annum from White Bear to Minneapolis; \$69.25 per mile per annum from Merriam Junction to Albert Lea.

American Express Co. between Minneapolis and Albert Lea, pay special and one and one-half first-class rates.

United States Express Co. between White Bear and Minneapolis, pay the same. Freight taken at depot.

No transportation company run on this road.

Road was first opened,—Minneapolis to Merriam Junction, December, 1871; Minneapolis to White Bear, August, 1871; (Latter road leased for 999 years, for seven per cent. on \$280,000 of bonded debt.)

Running arrangements with other roads,—Temporary contracts with St. Paul & Sioux City, St. Paul & Pacific, Chicago, Milwaukee & St. Paul, and Central Railroad, of Iowa; permanent arrangements with Burlington, Cedar Rapids & Northern, at Albert Lea.

ACCIDENTS TO PERSONS.

Passengers injured.—Gilbert Ramster, at Montgomery, Dec. 7, 1877, by his own misconduct.

Employees.—M. J. Kinney, killed five miles south of Waseca, Nov. 10, 1877, from causes beyond his control; John McGovern, killed at Minneapolis, Feb. 26, 1878, by want of caution, or his own misconduct; D. Kelly, Minneapolis, Jan. 14, 1878, injured by his own misconduct.

Persons neither passengers nor employees—Arthur B. Griffith, killed April 10, 1878, at Minneapolis, from want of caution; Chas. Maschter, injured Nov. 14, 1877, at Chaska, by want of caution, &c.; M. J. Martell, injured at Minneapolis May 11, 1878, by want of caution, &c.

St. Paul, Stillwater & Taylors Falls R. R. Co.

OFFICERS.

Peter Berkey, President.

E. W. Ruff, Secretary and General Ticket and Freight Agent.

Horace Thompson, Treasurer.

A. B. Stickney, Superintendent and Land Commissioner.

General offices and address of above officers, St. Paul, Minn.

Directors—Peter Berkey, Horace Thompson, J. L. Merriam, A. H. Wilder, E. F. Drake, Wm. Crooks, W. B. Dean, M. Auerbach, A. B. Stickney, and Russell Blakeley, all of St. Paul; R. F. Hersey, E. H. Hersey and Isaac Staples, Stillwater.

Executive Committee.—Messrs. Berkey, Wilder and Blakeley.

Name and address of person to whom correspondence concerning this report should be directed, E. W. Ruff, St. Paul. Annual election last Wednesday in January.

REPORT OF RAILROAD COMMISSIONER.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$1,000,000.00)

Common stock issued (subscribed in cash).....	\$207,000
Preferred, (10 per cent. per annum interest).....	83,900
Total	\$290,900
First mortgage bonds, due July 1st, 1901, 8 per cent. annual interest..	\$450,000
Income bonds, three years' coupons of 1st mortgage bonds funded....	101,520
South Stillwater Branch bonds, due Oct. 1, 1903, 8 per cent. annual interest	35,000
St. Paul depot mortgage bonds, due Oct. 1, 1903, 10 per cent. annual interest	33,000
Total bonded debt.....	\$619,520
Debt not secured by mortgage.....	\$ 53,714 64
Total debt.....	\$673,234 64
Total of stock and debt.....	\$964,134 64
Average per mile of road.....	40,172 27
Cost of road (and of right of way).....	820,817 74
Cost of equipment.....	68,675 18
Total cost of road and equipment.....	\$889,492 92
Average per mile (24 miles) of road.....	\$ 37,062 00
Construction account is closed.	

CHARACTERISTICS OF ROAD.

<i>Length</i> , of main line, from St. Paul Junction to Stillwater.....	17.54 miles.
“ of branches, 1. from Stillwater to South Stillwater.....	3.00 “
“ “ 2 from Stillwater Junction to Lake St. Croix (Hudson branch).....	3.25 “

Total length.....23.80 “

Rail laid, about 6 miles of iron, weighing 50 pounds per yard; and about 17½ miles of steel, weighing 56 pounds.

Equipment, 2 locomotives of more than 30 tons, 2 first-class passenger cars, 2 second-class passenger and baggage cars, 10 box, freight and stock cars, 30 flat cars.

Above equipment applies to 20 miles of road. Total cost \$68,675.18.

Miles run by freight and mixed trains, 32,000.

DOINGS OF YEAR IN TRANSPORTATION

Tonnage.

Grain.....	1,638
Other Agricultural Products.....	635
Flour and Meal	17
Animals	79
Lumber.....	20,212
Other Forest Products.....	1,196
Iron, Lead, etc.....	131
Stone, Lime, etc.....	343
Coal.....	249
Merchandise, etc.....	5,460
Total.....	29,960

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Products	Lumber.	Other Forest Products	Mdse. and Miscell.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
St. Paul.....	2,869	59,652	66	499	27½	2	4,325
St. P. & P. June.....				1		1	40
<i>Westward.</i>							
Stillwater.....			272	141	11,522	1,184	1,900

EARNINGS AND EXPENSES.

*Gross Earnings.**Operating Expenses.*

From freight.....	\$ 42,094 38	Maintenance of way & buil's..	\$18,394 52
“ passengers.....	26,601 25	“ of rolling stock	6,580 83
“ express.....	878 41	Conducting transportation..	26,034 44
“ rents.....	36,785 87	General expenses.....	6,063 99
Total.....	\$106,359 91	Total.....	\$57,073 78
Average gross earnings per mile of road*(24 miles).....			\$ 4,431 66
Average operating expenses per mile of road.....			2,378 00
Total net earnings.....			49,286 13
Average net earnings per mile of road.....			2,053 59

Payments in Addition to Operating Expenses.

Additional equipments.....	\$ 1,009 85
Interest on bonds.....	10,141 60
Privileges of St. Paul & Pacific road.....	4,200 00
Taxes.....	1,475 91
Total.....	\$16,827 36

LANDS.

(For the year ending Dec. 31, 1877.)

Received of congressional grant.....	44,246.29 acres.
None to inure.	
Contracted to be sold (none sold) during year.....	138.78 acres.
Receipts.....	\$1,499 59
Average price per acre of land contracted.....	5 50
“ at which now offered.....	5 75
Total disposed of to Dec. 31, 1877....	1,218 acres.
ACCIDENTS—None.	

Chicago, Clinton, Dubuque & Minn. R. R. Co.

OFFICERS.

James F. Joy, President, Detroit, Mich.
 Alpheus Hardy, Vice President, Boston, Mass.
 J. N. Dennison, Secretary and Treasurer, Boston, Mass.
 Wm. J. Knight, Solicitor, Dubuque, Iowa.
 F. O. Wyatt, Gen. Supt. and Ch. Eng. and Auditor, Dubuque, Iowa.
 J. Chapman, Gen. Ticket and Freight Agent, Dubuque, Iowa.

General offices Dubuque, Iowa. Correspondence in regard to this report to be addressed to F. O. Wyatt, Dubuque.

Directors.—James F. Joy, Detroit, Mich.; N. Thayer, Sidney Bartlett, J. A. Burnham, H. H. Hunnewell, J. N. Dennison, Alpheus Hardy, F. Bartlett, J. W. Brooks, Boston, Mass.

Annual election of directors last Friday in February.

Company originally incorporated Jan. 15, 1868.

Decree of foreclosure giving the road to the trustees for benefit of stockholders, Oct. 28, 1876.

A new company styled the Dubuque & Minnesota Railroad Company formed Sept. 20, 1877, acquired the property. Consolidated with the Clinton & Dubuque Railroad Company, February 28, 1878, under the corporate name above.

CAPITAL STOCK.

Capital stock authorized.....	\$6,156,600
Common stock issued or to be issued for bonds of the old company canceled.....	6,156,600
Proportion of stock for Minnesota.....	\$770,205
No preferred stock.	

DEBT.

No bonded debt.	
Floating debt—proportion for Minnesota.....	\$280,334 53
Amount of stock and debt per mile of road	30,931 93

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way in Minnesota.....	\$16,474 58
Cost of construction in Minnesota.....	732,196 45
Cost of equipment (208 1-10 miles).....	549,769 78
Average cost of road and equipment per mile (208 1-10 miles)....	32,048 60
Average cost of equipment per mile of road.....	2,641 85
Total cost to present owners.....	\$6,436,934 53

CHARACTERISTICS OF ROAD.

Length of main line, Clinton, Iowa, to LaCrescent, Minnesota.....	164.5
Length in Minnesota	24.9
Branch from Turkey River Junction to Wadena, Iowa.....	43.6
Total main line and branch.....	208.1
Sidings, 17.6 miles; (in Minnesota, 1.66) all iron rail, averaging 50 pounds.	
Stations in Minnesota, 4	

feet.	
Bridges and trestles,—34 truss bridges, total length.....	4,367
Stone bridges, 245, total length.....	3,748
Strain-beam bridges, total length.....	1,444
327 wooden trestles, total length.....	32,887

No fencing in Minnesota.

Cross Southern Minnesota Railway at grade at Junction, near LaCrescent.

Equipment.—12 locomotives; 9 passenger cars; 4 express and baggage cars; 340 box cars; 78 flat; 64 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—in Minnesota, of passenger trains.....	15,750
Freight and mixed trains.....	16,500
Total.....	32,250

Speed of trains.—Highest for passenger, miles per hour.....	25
Schedule rate including stops.....	18
Speed of freight trains.....	12 and 9

Tariffs—Through passengers, average per mile.....	3.54 cts.
Local passengers, average per mile.....	3.87 "
Average rate of through freight per ton.....	1 78
Average rate of local freight per ton.....	3 47

Total number of persons employed in service of road, Division Superintendent, and below, 403.

TONNAGE IN MINNESOTA.

Grain.....	8,087
Flour and meal.....	671
Provisions.....	15
Animals.....	90
Lumber.....	32,100
Other forest products.....	1,940
Coal.....	20
Merchandise and other articles.....	1,753
Total.....	44,676

Passengers carried in Minnesota, 16,272, equal to 329,073 carried one mile.

Average distance of each passenger $20\frac{1}{4}$ miles.

Commodities shipped from stations southward from all stations in Minnesota:

Wheat, 138,357 bushels; other grain 140,661; flour 6,437 bbls; other farm products 454 tons; lumber 21,400 feet; other products of forest 194 cars; merchandise and miscellaneous freights 1,387 tons.

Going northward; Wheat 18,643 bushels; flour 269 bbls; other farm products 4 tons; merchandise &c., 34 tons.

REPORT OF RAILROAD COMMISSIONER.

EARNINGS AND EXPENSES.

<i>Gross earnings in Minnesota</i>		<i>Operating expenses</i>	
From freights.....	\$ 17,522 15	Pro rata for Minnesota....	\$ 31,128 00
" passengers.....	11,014 54	Average per mile of road..	1,245 12
" mails.....	1,500 00		
" express.....	277 31		
Total.....	\$ 30,314 06		

Excess of earnings over operating expenses of whole road.....\$ 260,943 37

Earnings in Minnesota 5.6 per cent. of whole.

Total operating expenses 51.55 per cent. of earnings.

Ratio of passenger to freight earnings 1 to 2½

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction account, V. V. Branch.....	\$ 280,166 91
Additional real estate.....	1,676 40
Taxes.....	549 76
Total.....	\$ 282,393 07

REGULATIONS, MAILS, ETC.

Make full stop before crossing another R. R. and know track is clear.

Bell rung 80 rods from and until past highway.

Miller platform and coupler and buffer.

Westinghouse air brake.

Paid \$68 per mile per annum, one carriage each way per day, except Sundays.

American Express Co. runs on road and pays per cent. of receipts for transportation.

Road first in operation, Clinton Junction to La Crescent, Oct. 1872.

No accidents in Minnesota within year of report.

MIDLAND RAILWAY COMPANY.

Narrow Gauge—3 feet.

OFFICERS.

Samuel P. Snider, President and General Manager, Wabasha.

W. S. Walton, Secretary, Wabasha.

J. H. Lakey, General Superintendent, Wabasha.

Geo. F. Bidwell, Auditor and General T. and F't Ag't, Wabasha.

J. M. Raymond, Engineer.

General offices at Wabasha.

Directors.—S. P. Snider, W. S. Walton, L. M. Gregg, Wabasha; W. B. Brown, Red Wing; H. H. Palmer, Zumbrota.

Annual meeting for election of directors, October.

Address G. F. Bidwell, auditor, Wabasha, in regard to this report.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$6,000 per mile.)

Common stock subscribed, \$700.

BONDED DEBT.

First mortgage, due Oct. 1, 1897, 7 per cent.....	\$ 360,000
Debt not secured by mortgage.....	155,000
Total debt.....	\$ 515,000

CHARACTERISTICS OF ROAD.

Length, Wabasha to Zumbrota, 60 miles; sidings, $2\frac{1}{2}$ miles.*Gauge of road*.—3 feet.*Stations*.—15. Common points, 2.*Bridges and trestles*.—No bridges. 133 trestles; total length, 8,022 feet.*Railroad crossing at grade*.—Chicago, Milwaukee & St. Paul, 5 miles south of Wabasha.*Equipment*.—4 locomotives of ten tons and upwards; 75 box and stock cars; 25 flat and coal cars; 6 hand cars. (The above equipment is not under control of the railway company, the road being in process of construction, and in the hands of contractors.)

At date of this report, June 30, 1878, road not yet open for business.

Burlington, Cedar Rapids and Northern.

(Location, Albert Lea south to state line, $12\frac{1}{2}$ miles.)

OFFICERS.

Fred. Taylor, President, New York City.

Alex. Taylor, Treasurer, New York City.

E. F. Winslow, Vice President and Gen. Manager, Cedar Rapids.

J. C. Ives, Superintendent, Cedar Rapids.

J. Tracy, Solicitor, Burlington, Iowa.

B. F. Mills, Assistant General Ticket Agent, Cedar Rapids.

A. L. Mohler, Assistant General Freight Agent, Cedar Rapids.

J. C. Brocksmit, Auditor.

W. P. Clark, Chief Engineer.

General offices at Cedar Rapids, Iowa.

Directors.—Fred. Taylor, Alex. Taylor, F. Butterfield, Horace Porter, George Bliss, W. S. Nichols and W. S. Opdyke, New York City; Jno. M. Dennison, Baltimore; M. Sheperd Bolles, Boston; Chas. Bard, Norwich; Jno. J. Blair, Blairstown, N. J.; E. F. Winslow and S. C. Bever, Cedar Rapids.

Annual election of directors, fourth Tuesday in February. Address Chas. W. Gardiner, general agent, Cedar Rapids, Iowa, in regard to this report.

CAPITAL STOCK, DEBT, ETC.

(Capital authorized, \$10,000,000.)

Common stock issued to represent purchased road.....\$ 5,500,000
Balance unissued.

Proportion of stock for line in Minnesota..... \$ 294,117

On June 22, 1876, the property of Burlington, Cedar Rapids & Minnesota R. Co. was sold under decree of foreclosure, and bought in trust for bondholders. A new company was incorporated, same day, under present title and the outstanding stock issued to bondholders, ratably under plan of reorganization adopted.

BONDED DEBT.

First mortgage bonds, due June 1, 1906, 5 per cent. interest..... \$6,500,000

Bonds of the Minneapolis & St. Louis R. R. Co. guaranteed by this company, due June 1, 1927, 7 per cent. interest..... 150,000

Total bonded debt..... \$6,650,000

DEBT, ETC.

Floating debt, net\$147,382 10

Proportion of debt, bonded and floating, for Minnesota 199,923 00

Amount of stock and debt per mile of road 40,475 61

COST OF ROAD IN MINNESOTA.

Right of way, about.....\$ 5,500 00

Construction 217,168 83

CHARACTERISTICS OF ROAD.

Main line entire road, Burlington, Iowa, to Albert Lea, Minn., miles... 241.66

In Minnesota, miles 12.50

Branches in Iowa.

Linn to Postville..... Miles. 94.14

Vinton to Holland..... 48.13

Muscataine to Riverside..... 30.90

Total length of main line and branches..... 414.83

(11 miles, from Manly Junction to Northwood, owned by Central Railroad Company of Iowa, is used by this company under running arrangement, but not included in above figures.)

Stations in Minnesota, 2; common points, 1.

Trestles.—Pile, 14; total length, 438 feet.

Fencing.—4¼ miles, cost \$1.00 per rod.

Railroad Crossing.—Southern Minnesota Railroad at Albert Lea.

Equipment.—(Whole road), locomotives, 30 tons, 16; 20 tons, 21; passenger cars, 16; express, mail and baggage, 12; box, freight and stock cars, 779; flat and coal, 295; hand and other cars, 190; other cars, 30.

Speed of Trains.—Express passenger, 35 miles per hour; schedule rates, including stops, 22; freight and mixed, 10 to 15.

(No separate statistics of tonnage, operating expenses, &c., for Minnesota part of road.)

Rates.—Passenger rates average 3.39 cents per mile.

Freight, per ton, average 2.34 cents per mile.

EARNINGS AND EXPENSES IN MINNESOTA.

<i>Earnings.</i>		<i>Operating Expenses.</i>	
Passengers...	\$ 4,653 69	Operating expenses.....	\$ 25,795 83
Freight.....	24,362 58		
Mails	684 20		
Express.....	377 25		
Total.....	\$ 30,077 72	Total.....	\$ 25,795 83
Earnings over expenses.....	\$ 4,281 89		
Gross earnings per mile of road.....	2,406 20		
Operating expenses per mile of road.....	2,063 66		
Net earnings.....	342 50		

REGULATIONS.

Comply with the law regulating crossings, railroads and highways.
Miller's coupler, buffer and platform, and Westinghouse air brake in use.

ACCIDENTS.

April 8, 1878, H. C. Chittenden, brakeman, lost finger at Albert Lea, while making coupling—cause, want of caution.

April 19, 1878, Pat. Conner, section laborer, had a finger injured, at Albert Lea, lifting push car—cause, want of caution.

CENTRAL RAILWAY CO. OF MINN.

OFFICERS.

Henry A. Taylor, President, New York City.
H. F. Shoemaker, Secretary and Treasurer, New York City.
W. C. Van Horne, Gen. Manager, La Crosse, Wis.
W. H. Barron, Gen. Ticket and Freight Agent, La Crosse, Wis.
H. G. Hangan, Auditor, La Crosse, Wis.
A. H. B. Beebe, General Agent, Mankato, Minn.

General offices at 59 Liberty Street, New York.

Directors.—Henry A. Taylor, Walter Edwards, Jr., James R. Ferris, A. P. Man, Bailey Hascall, H. F. Shoemaker, Samuel G. Merrick, and Joseph M. Hulbert, all of New York City; A. W. Burlingame, and Thomas Watson of Brooklyn, N. Y.; Isaac S. Waterman of Philadelphia.

Date of annual election of directors, May 1.

Name and address of person to whom correspondence concerning this report should be directed: W. C. Van Horne, La Crosse, Wis.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$8,000,000.)

Common stock issued.....\$269,100 00
Preferred stock issued.....318,200 00

The stock issued by the original organization was cut off by foreclosure in 1872. The present common stock was issued wholly for bonds cancelled, and the preferred stock for cash advances made since 1872.

First mortgage bonds due Jan. 1898, interest 7 per cent. \$600,000
 Floating debt, estimated. 30,000

Total debt. \$630,000

Amount of paid up stock and debt, estimated. \$1,070,000
 per mile of road. 26,750

Of the bonds very few sold. About one-half issued for iron, and most of the other half used as collateral for loans and debts.

Cost of right of way. not settled.

Cost of construction, about \$1,000,000 00

Cost of equipment. 21,854 65

\$1,021,854 65

Average cost of road and equipment per mile, about \$25,000 00.

Construction account not closed.

Estimated value of stations, other buildings and fixtures. \$ 5,000 00

“ “ rolling stock and machinery 17,800 00

CHARACTERISTICS OF ROAD.

Length, from Mankato to Wells, 39 miles.

Length of sidings and track not included in above, 7,200 feet.

Stations, 6; common points, 2.

Bridges and Trestles, 16 wooden bridges of more than 25 feet; total length 1,998 feet; 10 wooden trestles of all lengths, aggregating 2,148 feet.

Fences, Half mile barbed wire, cost \$71.20—44½ cents per rod.

Rail laid, 33.4 miles of iron rail, averaging 50 pounds per yard.

Equipment, 1 locomotive of more than 30 tons exclusive of tender, cost \$8,000.

1 combination passenger and baggage car, cost \$3,500; 10 flat and coal cars, cost each \$600; 6 hand cars, cost each \$50. Total cost of equipment, \$17,800; averaging \$445 per mile of road operated.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage, 25,592 miles run by all trains. Empty freight car, 51,345 miles.

Speed of trains, highest rate, 20 miles, and schedule rate 14 to 16 miles per hour.

Tariffs, average rates per mile, for through passengers, 3.78 cents; for local passengers, 4.93 cents; and for through and local freight per ton, 5.13 cents.

Tonnage.

Grain. 12,874

Agricultural products, except grain. 149

Flour and meal. 1,003

Manufactures. 94

Animals. 100

Lumber and forest products. 8,204

Stone, brick, lime, cement, sand, etc. 3,785

Coal. 58

Merchandise and other articles. 3,425

Total. 29,692

Passengers, number carried. 9,280

“ “ 1 mile. 243,041

average distance traveled by each. 26.19

Fuel consumed, 1,000 cords of wood; 50 tons of coal.

Freight hauled, 5.19 tons per car; 31.54 tons per train.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other Farm Products	Lumber.	Other Forest products	Mdse. and Miscell.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M. feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Minnesota Lake...	104,482	4,212	000	00	000	00	23
Mapleton.....	162,068	8,498	000	04	000	00	80
Good Thunder.....	63,928	3,083	308	00	000	20	05
Mankato.....	40,308	9,746	8,600	17	475	4,687	4 889
Total.....	370,784	25,539	8,908	21	475	1,707	4,997
<i>Westward.</i>							
Wells.....	799	335	.....	115	2,846	177	2,520
Minnesota Lake...	2,245	2,167	.....	00	000	000	15
Mapleton.....	7,672	1,874	.....	12	000	000	29
Good Thunder.....	22,769	144	.....	00	000	000	15
Total.....	33,485	4,520	.....	127	2,846	177	2,579

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total receipts.
	Tons forwarded.	Tons Received.	Receipts	Number from.	Number to.	Receipts	
Wells.....	5,714	20,582	\$7,548 86	2,812	2,182	\$4,402 60	\$11,951 46
Minnesota Lake ...	3,392	1,460	6,185 00	636	786	747 35	6,932 35
Mapleton.....	5,466	2,532	9,955 90	1,248	1,164	1,192 95	11,148 85
Good Thunder.....	2,749	1,561	3,946 71	1,033	977	761 55	4,708 26
Rapidan.....	000	000	000 00	140	187	89 60	89 60
Red Jacket.....	000	000	000 00	22	36	6 45	6 45
Mankato.....	12,731	3,577	13,721 77	3,189	3,968	4,402 50	18,124 27
Mileage tickets.....	.....	.....	.....	.....	.....	162 65	162 65
Total.....	29,692	29,692	\$41,408 24	9,280	9,280	\$11,765 65	\$53,173 89

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>	<i>Operating Expenses.</i>
From freight.....\$ 41,408 24	Maintenance of way.....\$ 9,037 81
From passengers..... 11,765 65	Maintenance of buildings.. 378 87
From mails..... 1,476 98	Maintenance rolling stock. 1,649 51
From express..... 740 76	Conducting transportation. 12,383 92
	General expenses..... 1,069 90
Total..... \$ 55,391 63	Total..... \$ 24,510 01
Of gross earnings, ratio of passenger to freight, as 1 to 3.5.	
Average gross earnings per mile of road.....\$ 1,420 30	
Average gross earnings per train per mile..... 2 18	
Total operating expenses are 44 per cent. of gross earnings.	
Average operating expenses per mile of road..... 628 46	
Average operating expenses per train per mile..... 0 96	
Total net earnings..... 30,881 62	
Average net earnings per mile of road..... 791 84	
Average net earnings per train per mile..... 1 22	

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Right of way.....	2,040 13
Taxes.....	820 11
Old claims.....	31,595 82
Total.....	<u>\$34,456 06</u>

REGULATIONS, MAILS, HISTORY, ETC.

Trains required to stop 400 feet from railroad crossing. Engineers sound whistle and ring bell when going to cross highways. These precautions found sufficient.

Use ordinary platform and link coupling. Ordinary hand brakes.

U. S. Government pays us \$36.00 per mile of road, (\$1,478.16 per annum) for carrying mails each way daily, company furnishing mail compartment on passenger trains, lights and fuel and delivering mails at terminal points and at post offices within $\frac{1}{4}$ mile of depot.

American Express Co. pays one and one-half first-class rates.

The road was chartered as Minnesota & Northwestern R. R., in 1857. Road now held under foreclosure and sale of July, 1873. Bought in by trustees on account of old bondholders.

Completed from Wells, Fairbault Co., Minnesota, to Mankato, Blue Earth Co., Minn., Nov. 20, 1874.

Construction of Minnesota & Northwestern R. R. commenced in 1871. Title changed to Central R. R. of Minnesota in 1872, and bonds issued to amount of about \$400,000.00. Mortgage foreclosed in July, 1873. Work recommenced in July, 1874; road completed at above date.

No land grant.

ACCIDENTS.

H. Flannigan, brakeman, Jan. 4, 1878, hand bruised in coupling engine and car on side track.

Mixed train, April 18, 1878, six cars thrown from track, probable cause, bent axle.

SOUTHERN MINNESOTA R W. CO.

OFFICERS.

W. C. Van Horne, President, La Crosse, Wis.

P. M. Meyers, Vice-President and Secretary, New York City.

J. W. Losey, Solicitor, La Crosse, Wis.

Walter Ferguson, Treasurer, New York City.

John M. Eagan, Chief Engineer, La Crosse, Wis.

W. H. Barron, General Ticket and Freight Agent, La Crosse, Wis.

H. G. Hangan, Auditor, La Crosse, Wis.

John K. Brown, Land Commissioner, La Crosse, Wis.

J. C. Easton, General Agent, Lanesboro, Minn.

General offices at Lanesboro, Minn., and La Crosse, Wis.

Directors.—C. B. Gold, P. M. Meyers, F. W. Downer, H. H. Cammann, all of New York City; Henry C. Kingsley, New Haven Conn.; Jason C. Easton, Chatfield, Minn.; W. C. Van Horne, La Crosse, Wis.; George P. Bissell, Hartford, Conn.; Charles Johnson, Norwich, Conn.

Executive Committee.—Messrs. Gold, Meyers and Cammann.

Date of annual election.—2d Thursday in April.

Name and address to whom correspondence concerning this report should be directed, P. M. Meyers, La Crosse.

CAPITAL STOCK, DEBT, ETC.

Capital stock authorized	\$1,784,200
The whole capital stock is to be issued to the holders of the equipment mortgage bonds, and unpaid interest thereon, of the Southern Minnesota Railroad Company, under which mortgage the property of that company was sold and this company was organized.	
Common stock to be issued for Southern Minnesota R. R. equipment bonds	\$1,252,000
For interest on above bonds	532,200
This company has issued no bonds, but is subject to the following:	
First-mortgage bonds, S.M. R. R. Co., due Oct. 1, 1884, 7 per cent.	\$225,000 00
Construction bonds S. M. R. R. Co, due Oct. 1, 1887, 7 per cent.	3,332,000 00
Deferred interest certificates, 7 per cent.	233,240 00
Income certificates entitled to 7 per cent. interest, when earned. .	849,660 00
Total bonded debt (old company)	\$4,639,900 00
Total amount of stock and debt	6,424,100 00
Amount of stock and debt per mile of road	38,352 84
Bridges and trestles. —11 wooden bridges of more than 25 feet in length, aggregating 1,678 feet; one combination wood and iron bridge, 280 feet; 85 wooden trestles of all lengths, aggregating 19,527 feet.	
Fences. —57½ miles, 4 to 4½ feet high.	
Railroad crossings. —Chicago, Dubuque & Minnesota, at Chicago, Dubuque & Minnesota Junction; Chicago, Milwaukee & St. Paul at Ramsey; C. R. N. at Albert Lea.	
Rail laid. —158.3 miles of iron rail, 50 pounds per yard, and 9.2 miles of steel rail, 52½ pounds per yard.	
Equipment. —11 locomotives of more than 30, 2 of more than 20, and one of more than 10 tons weight; 3 first class passenger cars; 3 passenger and baggage cars combined; 3 mail and express cars; 203 box, freight and stock cars; 83 flat and coal cars; 58 hand cars; 9 caboose, tool and pile driver cars.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage. —Miles run by passenger trains	95,488
Miles run by freight and mixed trains	183,443
Total	278,931
Empty freight car mileage	794,325
Speed of Trains. —Highest for mail and accommodation, miles per hour.	
Schedule rate, including stops, miles per hour	15 to 20
Highest for freight, miles per hour	15
Schedule rate, including stops, miles per hour	10
Tariffs. —For through passengers, average per mile	
For local " " per mile	3.41 cents.
For local freight per ton, per mile	4.20 "
	3.53 "

Tonnage.

Grain	121,370
Agricultural products except grain.....	459
Flour and meal.....	36,927
Manufactures.....	767
Animals.....	3,140
Lumber and forest products.....	45,275
Stone, brick, lime, cement, sand, etc.....	3,057
Coal.....	3,884
Merchandise and other articles.....	19,676

Total No. of tons..... 234,555

Passengers.—No. carried..... 69,684

No. carried one mile..... 2,893,332

Average distance traveled by each, 41.52 miles

Fuel consumed.—413 cords of wood, 10,518 tons of coal.

Freight hauled.—6.29 tons per car, 108.64 tons per train.

Commodities Shipped from Stations.

<i>Eastward.</i>	Wheat.	Other Grain.	Flour.	Other Farm Produce.	Lumber.	Other Forest Products	Mdse. and Miscell.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>
LaCrosse.....							
C. C. D. & M. Jc.						10	
Hokah.....	16,507	1,375	52,497				1,407
Mound Prairie.....	6,807	417	1				2
Houston.....	143,636	955	17,249	10			448
Rushford.....	113,763	1,328	55,145	89		6	978
Peterson.....	11,140	448	24,661	54		30	128
Whalan.....	22,977	3,569	27,732				277
Lane.....	102,424	2,592	85,677	11			725
Isinours.....	65,863		35,935	1			195
Fountain.....	245,487	1,325	19,303	20			276
Wykoff.....	232,999	10,884	8	2	10		44
Spring Valley.....	503,629	3,187	100	10	10	30	513
Grand Meadow.....	448,533	1,431		2			32
Dexter.....	136,852	5,809					41
Brownsdale.....	212,298	30,711	20				48
Ramsey.....	28,775	1,813	746		76		1,263
Oakland.....	114,574	8,420					2
Hayward.....	135,534						3
Albert Lea.....	414,427		1	150		30	664
Armstrong.....	13,795						
Alden.....	234,362	2,612	154	28			102
Wells.....	499,060	31,048	8,800	14	311	2,013	2,136
Easton.....	74,831	417	1	12			98
Delavan.....	104,994	1,332		6			268
Winnebago.....	69,531	420	4,907	9		10	1,717
Total.....	3,952,798	110,093	332,937	418	407	2,129	11,367
<i>Westward.¹</i>							
LaCrosse.....			10		34,789	3,696	15,188
C. C. D. & M. Jc.					11	453	1,373
Hokah.....						10	70
Mound Prairie.....						140	11
Houston.....	31	2	3		10	1,132	64
Rushford.....	1,000		21	1	10		381
Peterson.....	72					10	6
Whalan.....	36		19				55
Lanesboro.....			12		10		912
Isinours.....	48		9				137
Fountain.....	20	9	100	13	10	60	118
Wykoff.....	209		30			60	70
Spring Valley.....	760					110	176
Grand Meadow.....	123		5				35
Dexter.....	126	13					26
Brownsdale.....	20		2				23
Ramsey.....		1,792	179		1,747		2,195
Oakland.....		67					4
Hayward.....							2
Albert Lea.....	10		10	10	32		977
Armstrong.....	254						
Alden.....	41		14		1		7
Wells.....	375					350	1,017
Easton.....							4
Delavan.....	179						2
Winnebago.....							
Total.....	3,304	1,883	40	38	36,620	6,021	22,852

REPORT OF RAILROAD COMMISSIONER.

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total receipts.
	Tons forwarded.	Tons received.	Receipts	Number from.	Number to.	Receipts	
LaCrosse.....	53,674	151,180	\$ 177,255 19	8,660	8,971	\$27,711 88	\$ 204,967 07
La Crescent.....	000	000	000 00	400	477	677 95	677 95
C. D. & M. Junction	1,846	3,105	8,481 11	212	138	95 00	8,576 11
Hokah.....	7,265	8,208	12,168 26	2,565	2,545	2,414 08	14,582 34
Mound Prairie.....	367	74	641 36	340	360	320 90	962 26
Houston.....	7,722	2,171	16,019 42	2,286	2,519	3,522 20	19,541 62
Money Creek.....	000	000	000 00	194	102	35 25	35 25
Rushford.....	10,457	3,788	24,852 14	4,226	4,432	6,407 88	31,260 02
Peterson.....	3,041	1,808	7,758 45	868	1,066	1,105 45	8,863 90
Whalan.....	3,883	1,313	10,086 34	976	1,452	1,450 30	11,536 64
Lanesboro.....	13,362	6,157	35,159 06	4,878	4,488	6,981 87	42,140 93
Isinours.....	5,906	3,285	16,749 29	2,018	2,103	3,370 80	20,120 09
Fountain.....	9,835	2,278	26,581 60	2,322	2,416	3,798 51	30,380 11
Chatfield.....							
Wykoff.....	5,447	1,785	21,067 09	1,734	2,032	2,681 75	23,748 84
Spring Valley.....	16,067	4,748	48,097 33	5,150	4,648	7,351 78	55,449 11
Grand Meadow.....	13,564	3,523	41,079 68	2,847	3,072	4,000 33	45,080 01
Dexter.....	4, 15	1,871	14,063 07	1,462	1,521	1,432 55	15,495 62
Brownsdale.....	7,180	3,214	25,572 00	1,832	1,791	2,127 30	27,699 30
Ramsey.....	6,323	2,180	1,475 17	7,766	8,915	15,321 98	29,797 15
Oakland.....	3,615	549	12,756 84	564	785	769 00	13,525 84
Hayward.....	4,072	412	14,177 37	624	806	644 60	14,821 97
Albert Lea.....	14,297	10,035	47,868 80	7,812	6,272	9,081 37	56,948 17
Armstrong.....	422	273	1,427 41	187	245	119 15	1,546 56
Alden.....	7,262	3,928	27,397 47	1,622	2,189	2,246 70	29,644 13
Wells.....	22,449	8,549	53,276 08	3,872	2,961	5,196 11	58,472 19
Easton.....	2,369	748	10,697 36	393	461	618 85	11,316 21
Delavan.....	3,463	2,691	15,960 87	779	800	1,314 13	17,275 00
Winnebago.....	4,322	6,744	20,357 69	2,998	1,960	6,022 33	26,380 02
Mileage tickets.....				97	97	2,695 35	2,695 35
Total.....	234,555	234,555	704,024 41	69,684	69,684	119,515 35	823,539 78

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freight.....	\$704,024 41	Maintenance of way.....	\$136,085 45
“ passengers	119,515 35	“ of buildings..	17,859 70
“ mails	8,307 24	“ of rol'g stock.	44,691 55
“ express	11,588 89	Conducting transportation.	123,682 65
“ telegraph	5,000 36	General expenses.....	37,323 65
“ miscellaneous	4,712 19		
<hr/>		<hr/>	
Total.....	\$853,148 44	Total	\$359,643 00
Ratio of passenger to freight earnings, as 1 to 5.9.			
Average gross earnings per mile of road		\$5,093 42	
Average gross earnings per train per mile.....		3 06	
Total operating expenses are 42 per cent. of gross earnings.			
Average operating expenses per mile of road		\$ 2,147 12	
Average operating expenses per train per mile		1 29	
Total net earnings		493,505 44	
Average net earnings per mile of road		2,946 30	
Average net earnings per train per mile		1.769	

Payments in Addition to Operating Expenses.

Right of way	6,834 37	Foreclosure and re-organ-	
Taxes	25,594 45	ization expenses	13,825 99
Purchase of Hokah shops and		Other claims	2,393 07
machinery	30,000 00	Interest on Bonds past due	25,054 23
Current interest	\$288,282 63	Assignment of land trust	
		claims	40,915 37
Total			432,900 14

NOTE.—Construction account closed December 31, 1876, (except for right of way,) and all expenditures since for construction, equipment and improvement have been included in operating expenses.

REGULATIONS, U. S. MAILS, HISTORY, ETC.

Trains are brought to a full stop 400 feet from the crossing of a railroad, and not allowed to proceed until the way is known to be clear. Engineers are required to give two short sounds of the whistle 80 rods from all public highway crossings, and to ring the bell until the crossing is passed.

Use ordinary platform and link couplings. Hand brakes.

The U. S. government pays us \$49 83 per mile of road, for transporting its mails daily each way between La Crosse, Wis., and Winnebago City, Minn., one-half a car on each passenger train being used for the purpose, lights and fuel furnished by the company and mails carried to and from post offices at terminal points and all other post offices within $\frac{1}{4}$ mile of depots.

The American Express Co. pay $1\frac{1}{2}$ first-class rates. Goods taken at the depot. No transportation companies run on this road.

Date of original charter—March 23, 1855, as the Root River & Southern Minnesota R. R. company—road sold under foreclosure of second (equipment) mortgage Feb. 10, 1877, was purchased by the trustees for \$1,784,200, subject to the first mortgage for \$3,557,000 and accrued interest thereon. The present company was organized by the second mortgage bondholders March 3, 1877. The company obtained possession of the property from the U. S. circuit court, March 8, 1877.

The road was put in operation:

- From Grand Crossing to Houston, 18 miles, in Jan. 1866.
- From Houston to Rushford, 12 miles, Jan. 1867.
- From Rushford to Lanesboro, 20 miles, in Dec. 1868.
- From Ramsey to Albert Lea, $21\frac{1}{2}$ miles, in Sept. 1869.
- From Albert Lea to Wells, $19\frac{1}{2}$ miles, in Jan. 1870.
- From Lanesboro to Ramsey, $54\frac{1}{2}$ miles, in Nov. 1870.
- From Wells to Winnebago, 22 miles, in Dec. 1870.

LANDS.

(Year ending Dec. 31, 1877.)

Whole number of acres received from congressional grant	337,959
Whole number of acres received from state swamp land grant	35,042
Total received (acres)	373,001
Balance of grant transferred to Southern Minnesota Ry. Extension Co., by act of legislature, March 6, 1878.	
Whole number of acres sold to end of 1877	139,845
Total receipts to end of 1877	\$
Sold in 1877 (acres)	2,226
Receipts in 1877	\$ 8,649 49
Average price per acre of land sold, of congressional grant	8 00
Average price per acre of land sold, of swamp land grant	5 00
Present average price per acre, congressional grant lands	5 to 8
Present average price per acre, swamp grant lands	3 00

ACCIDENTS.

No passengers hurt during the year.

Employees.—Killed by causes beyond their control, A. D. Gates, fireman, Aug. 27, 1877, three miles east of Houston; a heavy rain had washed sand on track, causing derailment of the engine, by which the fireman was killed.

By their own misconduct or want of caution.—John Jones, switchman, Oct. 19, 1877, at Hokah, stepping from car to engine, fell and was run over and killed. Daniel Vaughn, switchman, Oct. 23, 1877, at Hokah, uncoupling cars in motion, slipped and fell, was run over and killed. D. L. Quayle, brakeman, Nov. 15, 1877, uncoupling cars in motion, lost a leg, died.

Injured.—By their own misconduct or want of caution, Frank Horton, switchman, Aug. 17, 1877, at Hokah, while uncoupling cars in motion, lost four toes. Michael Dunn, brakeman, Sep. 27, 1877, at Ramsey, lost a thumb in coupling cars. Jerry Hyman, brakeman, Nov. 2, 1877, fell between cars, near Oakland, lost a leg.

Other than passenger or employee.—Killed, unknown man—a suicide—Aug. 17, 1879, at Hokah, threw himself in front of moving engine. Geo. Long, traveling man, Feb. 5, 1878, at Ramsey, tried to get on cars in motion, hand injured slightly. Johnson, five years old, June 7, 1878, at Lanesboro, son of Charles Johnson, climbing on moving train, injured.

Total killed, 5; injured, 5.

Train accidents.—Freight train bound west, Aug. 27, 1877, 3 miles east of Houston, engine and 5 cars thrown from track by sand washed from side hill in a heavy storm; the fireman killed.

WEST WISCONSIN R. W. CO.

AND CHICAGO, ST. PAUL & MINNEAPOLIS RY. CO.

W. H. Ferry, Receiver.

OFFICERS OF THE C. ST. P. & M. RY.

W. H. Ferry, President, Chicago, Ill.

J. H. Howe, Vice President, Kenosha, Wis.

H. H. Weakley, Secretary and Land Commissioner.

John C. Spooner, Solicitor, Hudson, Wisconsin.

R. P. Flower, Treasurer, (R. Egerton, assistant,) New York City.

E. W. Winter, General Superintendent, Hudson, Wis.

F. B. Clarke, General Freight and Passenger Agent, St. Paul, Minn.

C. D. W. Young, Auditor, Hudson, Wisconsin.

General offices, Hudson, Wisconsin.

Directors.—John Comstock, E. W. Winter and John C. Spooner, of Hudson, Horace Thompson and N. W. Kittson, of St. Paul, Minn.; W. H. Ferry, J. B. Goodman and H. H. Porter, of Chicago, Ill.; P. Sawyer, Oshkosh, Wis.; H. Siebert, R. P. Flower, David Dows, Geo. Caplin, A. R. Flower, and A. B. Baylis, of New York; R. R. Cable, Rock Island, Ill.

Executive Committee.—Messrs. Porter, Dows, Flower, Ferry, and Cable.

Date of annual election of directors, Saturday after first Thursday in June.

Person to whom correspondence concerning this report should be directed, C. D. W. Young, Hudson, Wisconsin.

March 1, 1878 the property was sold as an entirety by master in chancery pursuant to foreclosure decree. Bid in for \$1,500,000, in accordance with plan of reorganization adopted by bondholders of each class. Deed to purchasers executed May 1, 1878. Deed from purchasers to Chicago, St. Paul & Minneapolis Ry. Co. executed and delivered, May 2, 1878.

West Wisconsin Ry. operated by W. H. Ferry, Receiver, from June 1, 1877, to May 1, 1878, at which last date it was turned over to C. St. P. & M. Ry. Co. and operated by said Co. since then.

ROAD OPERATED.

The West Wisconsin R. W. Co., and the Chicago, St. Paul & Minneapolis, its successor, Wisconsin corporations, own no road in Minnesota, but by an act of March 4, 1872, authorised to run cars and engines over roads in this state, and to exercise in this state the corporate powers possessed in Wisconsin.

The same law legalized a R. R. bridge, already built by the W. W. Co., from its eastern (Wisconsin) terminus, Hudson, across Lake St. Croix. On Feb. 19, 1872, the company began to operate, under a 990 years' lease, the Hudson branch of the St. Paul, Stillwater and Taylor's Falls R. R., from Lake St. Croix to the junction with the main line of the latter road; and also, under the same lease, to use jointly with the St. P., S., & T. F. Co., the main line from the junction to St. Paul. On Aug. 1, 1872, the W. W. Co. began to run over the balance of the main line, from the junction to Stillwater.

The terms of the lease of the Hudson branch require the W. W. Co. to keep that length of road in repair, to pay for renewals, return in as good condition as when received, and to pay an annual rental of \$10,600, in monthly installments.

As to the St. P., S., & T. F. main line between St. Paul and Stillwater, the W. W. Co. pays one-half of cost of renewals and repairs, and also pays one-third of its gross earnings on the same to the St. P., S. & T. F. Co. This, however, does not cover station facilities at St. Paul and Stillwater.

The St. Paul & Pacific does the West Wisconsin company's station business at St. Paul (as well as at Minneapolis, the St. P. & P. hauling the West Wisconsin company's freight between these two points), charging for this service agreed rates on business done, based on tariffs and classifications. The S. P. St. & T. F. company does the W. W. company's station work at Stillwater, the latter company paying a portion of the station agent's salary and a fixed rate per 100 pounds, and per car for freight forwarded and received.

<i>Length of road operated,</i> Hudson branch of St. Paul, Stillwater and Taylor's Falls R. R.....	3.80 miles.
Main line of the same road from St. Paul Junction to Stillwater.....	17.50 "
St. Paul & Pacific from St. Paul to St. Paul Junction.....	1.50 "
Total.....	22.80

DOINGS OF THE YEAR IN TRANSPORTATION.

	Minnesota.
<i>Mileage,</i> passenger trains.....	27,338
freight and mixed.....	31,156
working trains	1,378
Total	59,872

Passengers, No. carried, 140,938 on the whole road, of whom 50,385 in Minnesota. No. carried 1 mile or passenger mileage 8,067,291 on whole road,

868, 058 in Minnesota. Average distance traveled by each passenger, of whole number, 57.24 miles, of number in Minnesota, 17.2 miles.

Fuel consumed, estimated 1,996 cords of wood.

Freight hauled, whole road:

Average per car, about 6 35-100 ton per car. Average freight trains, 17 42-100 cars, averaging 14 23-100 tons per loaded car and 3 19-100 tons per empty cars. Total tons per train, 112 61-100.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Lumber.	Other Forest Products	Mdse. and Miscell.	Mill Feed.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>M. Feet.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Minneapolis.....	5,223	.....	78,737	.....	.....	1,038	3,631
East Minneapolis....	.....	.....	1,125	.....	.....	218	.....
St. Paul.....	551,805	44,028	70,083	.....	139	9,385	476
Posts.....	2,201	510	.....	.....	20	624	10
Stillwater.....	.....	.....	13,562	271,000	3	916	6
Stillwater Junc.....	.....	.....	.....	.....	.....	11	.....
Harvester Works.....	.....	.....	.....	.....	.....	240	.....
Oakdale.....	3,692	.....	.....	.....	.....	.....	.....
Bass Lake.....	30,328	971	.....	.....	.....	.....	.....
Total.....	593,247	45,509	163,507	271,000	142	12,432	4,123

Business and receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	For-	Received	Receipts.	From.	To.	Receipts.
	<i>Tons.</i>	<i>Tons.</i>				
Minneapolis.....	12,701	17,151	\$ 80,115 29	1,749	185%	\$ 11,877 87
East Minneapolis....	330	2,164	4,611 33	.....	.....	.....
St. Paul.....	34,681	46,073	205,724 57	18,656½	22,858	107,198 24
St. P. & P. Junction..	.....	20	.....	269	32½	531 42
Posts.....	742	1,522	5,040 36	21	16	29 13
Harvester Works.....	240	968	2,273 82	.....	.....	.....
Oakdale.....	121	.....	227 31	18	51	41 88
Bass Lake.....	942	20	1,882 70	44½	57	71 64
Stillwater.....	2,824	5,662	21,447 72	1,542½	1,356	5,477 05
Stillwater Junction...	11	962	814 84	1,467½	2,061	2,781 69
Total.....	52,592	74,522	\$322,137 94	23,768	26,617	\$128,008 92

NOTE.—The receipts covers the total earnings both in Wisconsin and Minnesota on above business.

Earnings and Expenses.

Gross earnings in Minnesota for the year ending June 30, 1878, belonging respectively to the West Wisconsin, Chicago, St. Paul & Minneapolis Railways, and to the St. Paul, Stillwater & Taylor Falls Railroad Company.

	Belonging to W. W. Ry. Re- ceiver.	Belonging to C. St. P. & M. Ry.	Belonging to S. P., S. & T. F. R. R.	Total.
Passenger.....	\$17,280 41	\$3,555 96	\$ 7,273 61	\$28,109 98
Freight.....	29,677 69	8,671 17	12,464 72	51,213 58
Express.....	1,149 20	285 06	492 96	1,927 22
Mall.....	794 71	195 57	299 76	1,290 04
Miscellaneous.....	163 78	18 41	62 20	244 39
Total.....	\$49,065 79	\$12,726 17	\$20,993 25	\$82,785 21

SUMMARY OF OPERATING EXPENSES, ETC., IN MINNESOTA.

(Of both companies, for year ending June 30. '78.)

Minnesota, prorated proportion of operating expenses	\$ 87,883 67
“ “ taxes.....	1,235 84
Total	\$ 89,119 51
Add rent of Hudson branch one year	10,600 00
Add rent of St. Paul Stillwater & T. F. R. R. one year.....	20,993 25
Total charge to income.....	\$ 120,712 76
Gross earnings in Minnesota, year ending June 30, 1878	82,785 21
Deficit.....	\$ 37,927 55
<i>Operating expenses</i> , whole road, including taxes, \$780,381.27, being 87.57 per cent of gross earnings. Operating expenses per mile of road in Minnesota, \$3,760.31.	

ACCIDENTS.

Want of caution.—Injured—Mrs. Schoemaker, July 24, 1878, near Post; struck by engine of passenger train in attempting to cross the track

March 6, 1878, Jerry Hays, half mile east of harvester works. Struck by the engine of freight while attempting to jump from hand-car, running ahead and in same direction as train.

(Neither of the above passenger or employee.)

WINONA & ST. PETER R. R. CO.

OFFICERS.

Albert Keep, President, Chicago.
 M. L. Sykes, Jr., Vice President and Treasurer, New York.
 S. O. Howe, Secretary, New York.
 B. C. Cook, Solicitor, Chicago.
 M. Hughitt, General Manager and Superintendent, Chicago.
 E. H. Johnson, Chief Engineer, Chicago.
 W. A. Thrall, General Ticket Agent, Chicago.
 J. B. Redfield, Auditor, Chicago.
 H. C. Wicker, General Freight Agent, Chicago.
 Charles E. Simmons, Land Commissioner, Chicago.

General Offices, Chicago, Ill.

Directors.—Albert Keep, M. Hughitt, H. H. Porter, and Wm. H. Ferry, all of Chicago; Jas. H. Howe, Kenosha, Wis.; David Dows, A. G. Dulman and M. L. Sykes, Jr., all of New York, and Wm. L. Scott, of Erie, Penn.

Executive committee.—Albert Keep, M. L. Sykes, and H. H. Porter.

Date of annual election of directors, first Thursday in June.

Name and address to whom correspondence concerning this report should be directed, B. C. Cook, Solicitor, Chicago, Ill.

CAPITAL STOCK, DEBT. ETC.

(Capital stock authorized, \$5,000,000.)

Common stock issued, all owned by Chicago and N. W. Ry. Co.	\$ 400,000 00
First mortgage bonds, due Jan. 1, 1887, 7 per cent. interest.....	2,750,000 00
Second mortgage bonds, due Nov. 1, 1907, rate 7 per cent	1,650,000 00
Extension mortgage bonds, due Dec. 1, 1916, 7 per cent.....	4,375,000 00
Total bonded debt	\$ 8,775,000 00
Realized in cash on above about 90 per cent. of par value.	
Floating debt due Chicago & Northwestern Railway Company...	\$ 4,189,034 73
Total debt.....	\$ 12,964,034 73
Total debt and stock.....	\$ 13,364,034 73
Amount per mile of road.....	40,868 61
Cost of equipment.....	879,727 89
Cost of construction and equipment.....	10,547,162 59
Average per mile of road.....	32,254 32
Cost of equipment per mile of road.....	3,049 31

CHARACTERISTICS OF ROAD.

Length.—From Winona to western state line, 288½ miles; to Lake Kampeska, Dakota, 327 miles.

Additional tracks and sidings, 23.78 miles.

Stations.—38 in Minnesota.

Bridges and Trestles.—32 wooden bridges (Howe truss) of more than 25 feet in length, aggregating 3,279 feet; 382 wooden and pile trestles, aggregating 48,570 feet.

Fences.—355 miles (cost included in construction).

R. R. crossings.—Chicago, Milwaukee & St. Paul near Winona and at Owatonna; St. Paul & Sioux City near Kasota; Minneapolis & St. Louis at Waseca.

Rail laid.—of iron 287.40 miles in Minnesota and 38.50 miles in Dakota, weighing 56 pounds per yard; of steel 0.90 mile in Minnesota, weighing 60 pounds per yard.

Equipment.—14 locomotives of more than 30 and 13 of more than 20 tons weight; 7 first-class passenger cars, 2 express and baggage cars, 893 box, freight and stock cars, 133 flat and coal cars, 30 hand cars and 2 other cars. (Above applies to 327 miles of road.)

DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage.</i> —Passenger trains, miles run.....	126,793
Freight and mixed trains, miles run.....	312,462

Total mileage (all in Minnesota).....	439,255
Mileage of empty freight cars.....	620,843

<i>Speed of trains.</i> —Highest for express, miles per hour.....	
Schedule rate, including stops, miles per hour.....	25
Highest for mail and accommodation, miles per hour.....	
Schedule rate, including stops, miles per hour.....	20
Highest for freight, miles per hour.....	
Schedule rate, miles per hour, including stops.....	15

<i>Tariffs.</i> —Through and local passenger, average rate per mile.....	3.78 cents.
Through and local freight per ton, rate per mile.....	2.16 "

<i>Tonnage.</i> —Total carried.....	330,162.
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<i>Passengers.</i> —No. carried.....	179,172
Passenger mileage or number carried 1 mile.....	6,647,898
Average distance traveled by each.....	37 miles.

Fuel consumed.—7,800 cords of wood, and 17,257 tons of coal.

EARNINGS AND EXPENSES.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freight.....	\$ 55,691 19	All items.....	\$619,784 76
" passengers.....	251,519 83		
" mails.....	12,349 33		
" express.....	5,540 01		
" miscellaneous.....	6,701 32		
Total.....	\$831,801 68	Total.....	\$619,784 76

Ratio of passenger to freight earnings, as 1 to 2.5.

LANDS.

(Year ending December 1st, 1877.)

Whole number of acres received from Congressional grant.....	1,676,928
Remainder of grant not yet adjusted.	
Number of acres in 1877 (deeded).....	6,459
“ “ (contracted).....	17,632
Number of town lots deeded and contracted in 1877.....	65
Receipts in 1877, from lands contracted, &c.....	\$59,291.95
“ on interest on deferred payments, etc.....	5,543.61
Total receipts to December 31, 1877.....	\$67,529 72
Average price of lands sold in 1877	5.87
Average price of lands now offered for sale, about.....	4.00

NOTE.—By an agreement of date October 31, 1867, the Winona and St. Peter railroad company being indebted to D. N. Barney and others for money expended in the construction and equipment of road, agreed to sell to said Barney and associates all the land which the company might receive for the construction of the first 105 miles of road westerly from Winona (excepting right of way and depot grounds) and to convey the same, when title should be obtained thereto, to such person, and in such manner, and from time to time, as requested.

In pursuance of this agreement, deeds have been executed from time to time, as requested, conveying, in all (to Dec. 31, 1877) 246,210 acres.

The fact being, as shown above, that all the lands conveyed or to be conveyed under the Barney agreement, were sold by the railroad company, October 31, 1867; these lands are therefore now excluded in reports of sales, &c.

ACCIDENTS.

Passengers.—None.

Employees.—By their own misconduct or want of caution. Killed: Geo. Monroe, at Winona Aug. 14, 1877; fell from engine. Chas. Dobleow, March 13, 1878, at Winona, coupling cars.

Injured: Timothy Leary, July 2, 1877, at Winona, coupling cars, bruised head. John McCarty, Nov. 19, 1877, at Dover, coupling cars, loss of thumb. Edward Cook, March 24, 1878, at Claremont, coupling cars, fracture of pelvis. John Gorman, April 26, 1878, at St. Charles, coupling cars, fracture of arm. John Manning, April 28, 1878, at Chester, fracture of leg.

Other than passengers or employees.—Killed: Lena Young, June 1, 1878, at Oshawa, playing on the track.

Injured: D. E. Wilkins, Nov. 12, 1877, meddling with coupler, loss of one leg. Nathan Pressnell, Jan. 14, 1878, at Eagle Lake, loss of arm, walking on track. E. Wagner, Nov. 14, 1877, at New Ulm, fell through bridge, fracture of leg. William Torry, May 8, 1878, at St. Peter, fell from moving car.

Total:—2 employees killed, 5 injured. Other than employees or passengers, 2 killed, 3 injured.

WINONA, MANKATO & NEW ULM R. W. CO.

OFFICERS.

M. L. Sykes, Secretary, New York.

All other general offices the same as those of the Winona & St. Peter R. R. Company.

General offices at Chicago, Ill.

Directors—Albert Keep, John F. Tracy, H. H. Porter and J. B. Redfield, all of Chicago; M. L. Sykes, Jr., New York.

Date of annual election, first Monday in August.

Name and address of person to whom correspondence concerning this report should be directed, B. C. Cook, Chicago.

CAPITAL, STOCK, DEBT, ETC.

(Capital stock authorized, \$1,000,000.)

Common stock issued (at par to C. & N. W. R. R. Co. for construction).....	\$100,000 00.
No preferred stock. No bonded debt.	
Floating debt, all to Chicago & N. W. Ry. Co.....	72,409 48
Average per mile of road.....	\$45,975 86.
Cost of road (3.75 miles) \$172,409 86, averaging \$45,975 86 per mile.	
Road built by present owners.	

CHARACTERISTICS OF ROAD.

Length, from Mankato Junction to Mankato, 3.75 miles.

Two stations. Iron rail, 3.75 miles, 56 pounds per yard. Owns no equipment.

DOINGS OF THE YEAR.

Tons freight carried, 12,319.

Miles run by trains—by passenger 3,490; by freight and mixed, 2,375; total, 5,865 miles. Empty freight cars, 2,173 miles.

Average rates per mile—for passengers, 3.92 cents; for freight, 2.65 cents per ton.

Passengers Carried, 18,654, or 69,954 carried one mile.

Fuel consumed, 276 cords of wood and 347 tons of coal.

Average freight hauled per car, 6 tons.

<i>Gross Earnings.</i>		<i>Operating Expenses.</i>	
From freight.....	\$1,307 44	All items, including taxes..	\$10,878 87
From passengers.....	2,581 77		
From mails.....	198 00		
From express.....	18 65		
From miscellaneous.....	13 01		
Total.....	\$4,118 87	Total.....	\$10,878.87
Ratio of passenger to freight earnings, as.....	.1 to 0.50		
Average gross earnings per mile of road.....	\$1,098.37		
train per mile.....	0.70		
Operating expenses are \$6,760 more than gross earnings.			
Average operating expenses per mile of road.....	\$2,901.03		
train per mile.....	1.85		

The disbursements of this company for June, 1878, are included in disbursements of Winona & St. Peter Company.

Regulations regarding crossings, etc.—same as those of W. & St. P. R. R.

\$80 per mile per year for carrying U. S. mails.

American Express Company pay by the 100 pounds, (special tariff,) which includes use of cars, etc.

The W. M. & N. U. R. R. Co. was organized under the general laws June 25, 1870. Road put in operation in Nov. 1870.

No dividends ever earned.

No accidents.

HASTINGS AND DAKOTA RAILWAY CO.

NEW YORK CITY, DEC. 28, 1878.

OFFICERS.

Selah Chamberlain, President.

Russell Sage, Vice President and Treasurer.

James M. McKinlay, Secretary and Transfer Agent.

G. E. Skinner, Land Commissioner.

Amount of common stock of said company....	\$ 98,263 44
Amount of preferred stock of said company.....	1,500,000 00
Amount of bonded indebtedness.....	935,000 00
Length of road, Glencoe to Montevideo, 82.4 miles.	
Cost of construction about.....	1,100,000 00

JAMES M. MCKINLAY,

Secretary.

To Wm. R. Marshall, State R. R. Commissioner of Minnesota.

NOTE.—The Hastings & Dakota Ry. Co. originally owned the line from Hastings to Glencoe, 75 miles, but sold it to the Chicago, Milwaukee & St. Paul company of which it now constitutes the H. & D division.

The 82 miles west of Glencoe was constructed and opened since the 30th of June. So that its operation is not embraced within the year of this report.

Southern Minnesota Railway Extension Co.

LA CROSSE, WIS., Oct. 1, 1878.

Hon. Wm. R. Marshall, Railroad Commissioner, Saint Paul, Minn.:

The Southern Minnesota Railway Extension Company was organized on January 17th, 1878, and its articles of incorporation were filed in the office of the Secretary of State on January 21st, 1878. Its capital stock is 1,500 shares of \$100 each, of which, 1,493 shares are owned by the Southern Minnesota Railway Co., and 7 shares by other parties.

Its officers are—

Jason C. Easton, President.
Wm. C. Van Horne, Vice President.
John K. Brown, Secretary.
Hauman G. Hangan, Treasurer.

And its directors are—

Jason C. Easton, Chatfield, Minn.; William C. Van Horne, Charles L. Coleman, Mons Anderson, Charles Michel, John K. Brown, Hauman G. Hangan, all of La Crosse, Wis.

Its proposed line is from the terminus of the Southern Minnesota Railway Co at Winnebago City, westerly through Fairmont and Jackson to some point on the western boundary of the State.

Work was commenced on April 19th, 1878, and the road was opened to Fairmont on July 1st, 1878, and will be completed to Jackson (forty-four miles) during the present year.

As the construction is still in progress, it is impossible to give cost of road.

The road is, and will be, operated by the Southern Minnesota Railway Co. as part of its own line.

Yours, very respectfully,

J. C. EASTON,

President Southern Minnesota Ry. Extension Co.

Note by the Railroad Commissioner.—The above road was completed to Jackson (43 3-10 miles) in November, 1878.

Green Bay and Minnesota R. W. Co.

(Having a terminus at Winona, but no track in Minnesota.)

FREIGHT TONNAGE RECEIVED AT, AND FORWARDED FROM WINONA, MINNE.
SOTA, FOR THE YEAR ENDING JUNE 30th, 1878.

<i>Forwarded.</i>		<i>Received.</i>	
	<i>Tons.</i>		<i>Tons.</i>
Grain.....	2,990	Wheat and Flour.....	137 1/2
Flour.....	18	Lumber and forest products...	24,726
Mdse.....	823	Agricultural imp's.....	15
		Miscellaneous.....	1,056
	<hr/> 3,831		<hr/> 25,934 1/2
Local charges on freight received.....			\$45,836 56
Prepaid charges on freight forwarded.....			<hr/> 70 09
			\$45,906 65
Number of passengers into Winona			4,080
" " from Winona.....			<hr/> 6,648
			10,728
Earnings on passengers into Winona			\$14,024 16
" " from Winona			<hr/> 12,575 65
			\$26,599,81
		TIMOTHY CASE,	
		Receiver.	

Stillwater & St. Paul Railroad.

ST. PAUL, MINN., Oct. 10th, 1878.

W. R. Marshall, Esq., R. R. Commissioner:

DEAR SIR:—I send you herewith a list of the officers and directors of the Stillwater and St. Paul R. R. Co. All other items in connection with the road are embodied in the report of the Saint Paul & Duluth R. R. Co. Officers and directors as follows:

David Bronson, President; residence, Stillwater, Minn.
John McCusick, Director; residence, Stillwater, Minn.
H. R. Murdock, Director and Secretary; residence, Stillwater, Minn.
J. P. Isley, Director; residence, St. Paul, Minn.
Jas. Smith, Jr., Director; residence, St. Paul, Minn.
S. M. Felton, Director; residence, Philadelphia, Pa.

Respectfully yours,

C. F. CRUFT,
Auditor.







